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JAN 29 1929

The Washington Post.

Weather—Increasing cloudiness, with slowly rising temperature today, followed by rain, possibly mixed with snow, this afternoon or tonight.

Temperature yesterday—Highest, 34; lowest, 24.

Weather details on page 13.

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FIVE CENTS. WASHINGTON & SUBURBS | TEN CENTS. ELSEWHERE

POST-SCRIPTS

By GEORGE ROTHWELL BROWN

THE REPORTER.

"Fall, round me fall, ye little things,
Ye statesmen, warriors, poets, kings,
If virtue fail her counsel sage,
Tremble, ye mortals, at my rage!"

* * * *

A cruiser at sea is worth fifteen in a pigeonhole.

* * * *

The Hohenzollerns mobilize, all broke. Hock the kaiser!

* * * *

President Luis of Brazil is preparing to do some good-willing in Washington next fall, and so many South Americans want to repay the President's call on Inauguration Day that it's feared they'd have to put 'em on the billiard tables. Looks as though Mr. Hoover's vacation might be getting publicity for a couple of years.

* * * *

The ninth annual automobile show discloses some of the models that the more agile of us among the pedestrians will be jumping out of the way of in the next day or so, but this is by no means an institution only nine years old, for Washington's first automobile show was held at Convention Hall on December 10, 1900. Who remembers Dr. French's "red devil?"

* * * *

We had not at that time invented the name "garage"—much less "hangar"—but the few Washingtonians who owned machines then kept them in the "horseless carriage stable."

* * * *

With all these new and speedy cars in town it looks as though the mere pedestrian would have to get a new dodge.

* * * *

Two hundred and fifty pretty girl students flee in their pajamas at Belton, Tex., when their dormitory burns. Things like this always happen in some other town.

* * * *

Kaiser Wilhelm explains that all he ever rattled was the cage in which he kept his doves of peace.

* * * *

The Senate adopts an amendment to the national defense bill providing that eight of the fifteen proposed cruisers be built in Government navy yards instead of being filed away in Government pigeon holes. The thing is to get 'em built, and where is something else again.

* * * *

Folks who are for the cruisers on the well-known Mother Goose principle of "hang your clothes on a hickory limb, but don't go near the water," somehow recall a bit of Goldsmith:

"Yon politician, famous in debate,
Perhaps to vulgar eyes, bestrides the state;
Yet, when he deigns his real shape t'assume,
He turns old woman, and bestrides a broom."

* * * *

One great trouble about getting the cruiser bill though is that there isn't a Government navy yard in every State.

* * * *

The Senate adopts a resolution authorizing the President to invite the nations of the earth to attend another world's fair at Chicago, an institution that was going out of style as the old horseless carriage was coming in. A world's fair today would be about as thrilling as an Alger book to a kid who is stuffing himself on aviation fiction, but it is still a good way to get an appropriation from the Government. The camel's nose is under the flap of the Treasury tent.

* * * *

Uncle Sam ratifies a treaty with Japan to keep her liquor from being smuggled to us. For goodness sake.

* * * *

Unconscious Army aviator falls 6 miles, finally rights his burning plane, makes a sensational parachute jump of 3,000 feet and lives to tell the story to the reporters. The kids of today get their romance from the newspapers instead of the dime novels.

* * * *

When it comes to fishing in Florida, if Al Smith isn't a better angler for barracuda than he is for votes we're betting our roll on Mr. Hoover's string.

* * * *

Mr. Zihlman's idea for a municipal trash incinerator is a splendid one, but what's the idea of locating it 'way down where Rock Creek Park and Potomac Park meet? Why not put it in Lafayette Square where it would be more convenient?

* * * *

Racketeers harassed the Chicago pop dealers something awful for three long noisy years. If it wasn't soda that was popping it was a pineapple.

* * * *

The tariff reformers have demanded a stiff duty on everything on the dinner table now except Potomac water, and we're beginning to fear that that delectable fluid won't be able to stand the foreign competition much longer.

* * * *

Gov. Clyde Reed launches a tremendous drive to make Kansas dry, and as the State has only been wet since 1885 when the local prohibition law went into effect, he may make some headway.

PLANE RETURNS FROM 150-HOUR RECORD FLIGHT

Question Mark Lands Safely Before Noted Throng at Bolling.

FUEL SHIP, NO. 1, LEADS WAY TO PORT

Mrs. T. C. Eaker, Wife of Chief Pilot, Welcomes Him; Motors Being Studied.

Sweeping out of the western skies, the Army monoplane Question Mark came home yesterday afternoon from triumphs which have stirred the imagination of the world.

When the giant Fokker, its three motors singing, almost joyfully, glided down upon Bolling Field at 5 o'clock, a distinguished official party was on hand to greet its commander and crew. Secretary of War Dwight W. Davis, Assistant Secretary of War F. Trubee Davison, Maj. Gen. James E. Fechet, chief of the Army Air Corps; Rear Admiral William A. Moffat, chief of the Bureau of Aeronautics, U. S. N., and Representative Douglas, of Arizona, comprised the group. With Secretary Davis stood Mrs. T. C. Eaker, wife of the ship's chief pilot, who named the ship before it embarked on its career of great achievements.

The crowd which braved the biting winds was much smaller than that which gathered at the field yesterday morning, before it was learned that engine trouble had delayed the big ship in Greensboro, N. C., on the last leg of its flight from the Pacific Coast.

Transport Leads Way.

However, those who waited during the morning were rewarded when the orange-winged Douglass transport, which had refueled the Question Mark during its 150 hours of flight, unexpectedly landed.

In the refueling plane were Capt. Ross Hoyt, who piloted it during the many contacts with the Question Mark, and Lieut. Elwood R. Quesada, relief pilot of the record ship, and Sergt. Roy Hooe, mechanic, on its sensational flight.

The two officers and Sergt. Hooe had flown up from Augusta, Ga., where they spent Friday night after leaving Maxwell Field, Montgomery, Ala., Friday afternoon.

As soon as the Question Mark, in which were Maj. Carl Spatz, commander of the refueling flight; Capt. Ira C. Eaker, chief pilot, and Hans J. Adamson, assistant to Secretary Davison, who was a member of the ground crew in California, had been taxied to a concrete runway before the hangars, Mrs. Eaker rushed forward to greet her husband. She entered the cabin, where the pilot and his wife, who had expressed cheerful confidence during the six days he was in the air, embraced for a moment. Then the crew stepped to the ground and were greeted by the official party.

A siege by photographers, a short walk to operations office, where the fliers removed their bulky clothing, and the flight of the Question Mark was history. Maj. Spatz left to write a report of the mission, which will probably be completed by Monday or Tuesday, and the great ship was wheeled into a hangar.

Plane to Be Overhauled.

The Question Mark will be taken to the Air Corps repair base at Middle-

CONTINUED ON PAGE 2, COLUMN 5.

6 Fires in Atlantic City; Central Pier Destroyed

Atlantic City, N. J., Jan. 26 (A.P.). Climaxing a day of six fires, flames tonight took their heaviest toll by destroying the central pier, at Tennessee avenue and the Boardwalk. The loss was estimated at $500,000.

Eight firemen were taken to the hospital and a number of others treated at an emergency hospital on the walk. The central pier was on the site of Young's old pier, destroyed on March, 1912. Buried in the ruins are Atlantic City's valuable convention record, destroyed with the office of the convention bureau.

The fire started at 6:30 p. m. Before it was under control, at 10:45, apparatus from seven neighboring municipalities were aiding city firemen to save the Knickerbocker Hotel and other buildings in the Boardwalk block, between Tennessee avenue and St. James place.

FOURTEEN MEN DIE IN MINE EXPLOSION

Fifty-five of Sixty-nine in Kingston, W. Va., Pit Escape Blast.

RESCUERS INVADE SHAFT

Kingston, W. Va., Jan. 26 (A.P.).—Fourteen miners were known to be dead tonight following an explosion in the mine of the Kingston Pocahontas Coal Co. here. Sixty-nine men were in the workings at the time of the blast and of this number 55 escaped. The fourteen bodies were recovered. They were scorched and in some instances badly burned.

Fifty-three of the underground workers fled to safety through an entry on the opposite side of a mountain from the main shaft and walked two miles back to the mine offices. Two were later found by rescue crews who said the miners were slowly working their way to the entrance when picked up. One of the latter men, G. W. Williams, was suffering from after-damp and shock.

While the mine employs 500 men, only 69 were on duty when the blast rocked the workings early today. It was some time before it was known that any one had escaped and then the 55 men appeared over the brow of the mountain after their long tramp in the cold.

Rescuers, carrying oxygen helmets, advanced cautiously into the gas-filled entries soon after the detonation. They were still exploring the mine tonight. R. M. Lambie, chief of the West Virginia Department of Mines, was in charge of the rescue work. He was aided by safety squads from nearby mines.

The force of the explosion was felt for a radius of a mile about Kingston.

The Kingston mine pierces a mountain with entries on each side. The main entry is reached only after a difficult quarter-mile climb up a steep grade. Chief Lambie directed the rescue work from the Kingston entry and maintained contact with rescue squads at the other entry by means of runners who went over the mountain and back with messages.

Two Vacant Dwellings Destroyed by Flames

Fire of undetermined origin early this morning destroyed the two two-story frame houses at 5209 and 5211 Canal road. Firemen pumped water on the flames from the canal.

The houses, which were untenanted, are owned by Mrs. C. N. Reed, of 703 Quincy street northwest. No estimate of the damage could be obtained.

POLL IN SENATE FAVORS CRUISER TIME PROVISION

Leaders Hear House Will Insist on Definite Building Plans.

CONSTRUCTION SITES APPROVED BY VOTE

Measure Is Expected to Be Passed by Upper Body This Week.

BY ALBERT W. FOX.

Full steam ahead progress of the cruiser bill program in the Senate yesterday brought elimination of one threatened obstacle and paved the way for final action this week after an anticipated battle over the time clause. Despite the President's expressed desire to see this clause stricken out in deference to the budget at the present time, a poll on both sides of the Senate chamber indicates that the bill will be passed with the time clause preserved, thereby providing for actual construction of cruisers at the rate of laying down five each fiscal year, together with the airplane carrier.

Although President Coolidge's reiteration of his previous statement respecting the time clause was viewed yesterday as consistent with the administration's economy record, there was no tendency at either end of the Capitol to slacken the drive for real ships to be laid down at a definite rather than an uncertain date.

Word came from the House side that Republicans and Democrats alike would insist upon the time clause and hold the bill up indefinitely in conference if the Senate attempted to authorize blueprints or "ships of paper instead of steel," as House leaders phrased it.

Supporters Are United.

In many instances, it was frankly stated that members of the House would prefer to see no cruiser bill at all than enactment of a bill which, under present circumstances, represented a surrender to the pacifist organization drive for elimination of the time for beginning actual construction. This pacifist drive, rather than the administration's economy program, appeared to have a controlling influence in solidifying the ranks of the supporters of national defense.

Representative Carl Vinson, of Georgia, ranking Democratic member of the House naval affairs committee, conferred with senators yesterday on the Senate side of the chamber, and word spread rapidly that the bill would be in very serious jeopardy if the Senate attempted to strike out the time clause.

The first vote in the cruiser debate came viva voce when the naval affairs committee amendment to the Dallinger amendment was adopted. This means that half of the ships will be built in Government navy yards and the other half in private shipyards. The Senate naval affairs committee merely added language providing that necessary outside purchases could be made in connection with the building in Government yards. Senators Swanson and McKellar assisted in the perfection of the language which virtually leaves the Dallinger amendment intact.

One Obstacle Removed.

Antinavy advocates had hoped to see this phase of the bill provoke bitter dissension and delay the bill. The vote yesterday, therefore, eliminates one of the obstacles which the opponents counted upon for delay. An amendment by Senator Bingham to give the Secretary of the Navy discretion in deciding where the ships should be built and thereby be able to act in the interest of economy was voted down after Senators Swanson, Johnson and others had opposed it.

Senators Norris, Wheeler, Blaine and Brookhart assumed the burden of attempting to heckle and obstruct the

CONTINUED ON PAGE 10, COLUMN 4.

HOPE LOST FOR TWENTY MEN ABOARD MISSING FISHING SHIP; FIVE VESSELS IN DISTRESS

HEROES AND RESCUED MEN OF OCEAN DRAMA





Associated Press Photo.

Fried and the crew of the S. S. America docked. At top is the crew of the lifeboat which effected the rescue in a heavy gale. Left to right, they are—John Harrebin, Salvatore Bracco, Aloys Wilson, Chief Officer Harry Manning, Victor Walleck, John Palts, Foncke Kellam and Walter Treddin. Bottom, left to right, are—Capt. Fried, Capt. Giuseppe Favoloro of the Florida and Chief Officer Manning. Inset shows Nelson H. Smith (right), chief radio operator of the America, greeting Munzio di Ganglin, radio operator of the Florida.

COOLIDGE WILL VETO DRY FUND, IS REPORT

President Intends to Sustain Mellon Against $24,000,000, House Leaders Say.

DEMOCRATS SEE VICTORY

President Coolidge, worried representatives asserted yesterday, will veto the deficiency appropriation bill if it goes to him with the Harris amendment, providing $24,000,000 for prohibition enforcement. Such action on the part of the President would relieve President-elect Hoover of an embarrassment and a responsibility that he has not sought. There is a great feeling of relief as a result of the report in the House of Representatives, where the controversy over the Harris amendment is raging.

No legislation proposed in recent years has brought more trouble to "dry" members of the Senate and House than the $24,000,000 proposed as a free-will offering for prohibition law enforcement.

Republican members of the House, with a clean record for the Antisaloon League bills for years, are now forced to quit the league or disregard the warning of the Secretary of the Treasury.

Bishop James E. Cannon, the new dry leader and prodder, is urging his "dry" friends to stand as one man for the Harris proposal. But, as the situation stands now, Representatives Louis C. Cramton (Republican), Michigan; Will R. Wood (Republican), Indiana, and other eminent prohibitions are supporting Mr. Mellon in his opposition to the bill.

Southern Democrats, eager to get back on the dry side, are demanding a show-down vote on the Harris bill. They have two plans for a count on this measure. First, they would have the House instruct its conferees, who will be Representative Cramton, Wood and Byrns (Democrat), Tennessee, to support the Senate provision.

If they fail in this move, and the conferees fail to agree, then they will vote to return the bill to conference for an agreement on the Harris amendment.

President Coolidge, it is understood, supports Secretary Mellon in his opposition to this allocation of $24,000,000 to the White House to be distributed among the various enforcement agencies of the Government. He does not want the lightly considered responsibility and does not think that it should be thrust upon his successor.

Mr. Coolidge could veto the deficiency bill, just as President Wilson did, because of certain objectionable riders, July 1, 1918. Mr. Wilson vetoed the legislative, executive and judicial appropriation bill because a provision contained in the last paragraph of the bill increased "the hours of work for the employes of the Government with-

CONTINUED ON PAGE 4, COLUMN 3.

Strauss, Banker, Flying To Bedside of Father

Curtiss Field, N. Y., Jan. 26 (A.P.).—S. S. Strauss, New York banker, took off from here this afternoon by airplane for a nonstop flight to St. Joseph, Mo., where his father was reported to be critically ill.

Mr. Strauss received a message from St. Joseph saying that his father was suffering with gangrene, which set in following an operation for appendicitis. The plane was piloted by Arthur Caperton.

HOUSE COMMITTEE MODIFIES PAY PLAN

Concession to Senate Demand in Welch Act Revision Paves Way to Passage.

M'CARL ALSO PLACATED

Prospects for passage of legislation to correct the Welch act were considerably brightened yesterday when it was learned that the House civil service committee had made an important concession to the Senate and to Comptroller General McCarl.

In drafting a compromise salary bill, it was learned, the House civil service committee agreed to amend a provision in the Lehlbach bill that would modify the power to be given to the personnel classification board.

As originally written in the Lehlbach bill, it is contended by some, the provision relating to the classification board would have given the board power to go into a Government department and assign an employe to any job it chose, without consulting the department head.

As amended, it was learned from a member of the committee yesterday, the provisions in the Lehlbach bill is so phrased that the classification board may allocate an employe to a particular grade or salary rating only after consulting the head of the department in which that employe works. The employe also would have something to say about it.

After its meeting Friday, the civil service committee only announced in a general way the provisions of the compromise bill upon which it had agreed. It was stated that the pay-raise provision of the Brookhart-Celler

CONTINUED ON PAGE 10, COLUMN 3.

AUTO SHOW OPENS, DAZZLING CROWDS

Past First Night Attendance Records Topple as Big Throng Besieges Doors.

ALL CLASSES RUB ELBOWS

By WILLIAM ULLMAN.

Washington's more than 100,000 automobiles began to hit the highway of obsolescence last night as thousands of their owners crowded the Washington Auditorium to look with desirous eyes upon the brilliant array of dashing models of 1929. The occasion was the opening of the ninth annual automobile show under the auspices of the Washington Automotive Trade Association. As is customary on such occasions, past first-night attendance records toppled before the avalanche of interest on the part of the Washington public in what the geni of the industry have wrought for 1929 with the magic wands.

As it was the largest opening night attendance, so was it quickly apparent to every one that the exposition was the most brilliant of its kind ever held in the National Capital. Every one of the huge throng realized this fact before he had taken two steps over the threshold of the magnificent display.

Never so vivid, gay and colorful in the character of its exhibits, the show has never been accorded so happy a choice of background as this year. It needed such a background. Anything short of the brightness of that sunny summer day that has been reproduced

CONTINUED ON PAGE 18, COLUMN 5

SCENIC HIGHLANDS, FLORIDA, 24½ hrs. by GULF COAST LIMITED—2:45 P. M. daily. ATLANTIC COAST LINE 1418 H st. nw. Tel. Main 7833.—Adv.

Two Coast Guard Cutters Seek British Steamer That Sends S O S.

MYSTERY SHROUDS FATE OF CAPO VADO

Fernlane and Dixiana Wait for Relief After Calls for Aid From Shore.

RESCUED FLORIDA CREW IN NEW YORK

Man Who Commanded Lifeboat Tells Story of Fight to Save 32 Survivors.

(Associated Press.)

Coast Guard Headquarters picked up an S O S call yesterday from the British steamer Silver Maple, which said she was disabled 780 miles east of Boston, position 37:10 north, 56:15, west. The cutters Mojave and Tampa at Boston have been directed to get in touch with the steamer.

Boston, Mass., Jan. 26 (A. P.).—The Coast Guard cutter Tampa left the Charlestown Navy Yard at 7 o'clock tonight to proceed to the assistance of the British steamer Silver Maple, reported in distress 780 miles east of this port. Coast Guard officials said that the Tampa would not be able to reach the reported position of the Silver Maple for at least 48 hours.

It was learned that the Coast Guard cutter Mojave, which was at sea, also was steaming to the aid of the disabled vessel.

Fear that the steam trawler Selmer had gone down with her crew of 30 was expressed by Coast Guard officers today after a three-day search by a fleet of patrol boats had failed to reveal any trace of the missing craft. The Selmer has not been sighted or heard from since January 18.

The theory is advanced that, heavily laden with fish after a trip to Georges Banks, she was caught in the gales that swept the Atlantic during the last week and swamped. The search will be continued, however, on the possibility that she may have been blown far out to sea.

Mystery Veils Capo Vado.

New York, Jan. 26 (A.P.).—Mystery today cloaked the fate of the Italian freighter Capo Vado, which sent out an S O S last night and then lapsed into silence.

The signal of distress was picked up by the Radio Marine Corporation, but all attempts to communicate with the vessel failed.

The ship gave her position as latitude 31:23 north, longitude 48:48 west, which would place her about 750 miles due east of Bermuda. No details of her trouble were given.

The Capo Vado left Constantinople December 24 for Baltimore.

Two other freighters which found it necessary to send out calls for help.

Boy of 5, Intent on Candy, Dashes Into Side of Auto

Robert Cockrill Seriously Injured as He Hurries Home From Store.

In his haste to get home with 15 cents worth of candy, 5-year-old Robert Cockrill, of 1921 P street southeast, was injured yesterday afternoon at Minnesota avenue and Naylor road when he ran into the side of an automobile driven by Miss Minnie Lano, 2500 K street northwest, a nurse with the Instructive Visiting Nurse Society.

Miss Lano immediately stopped her machine, which had skidded when she attempted to miss the child, and took him to Casualty Hospital, where he was treated for a fracture of the skull and shock.

The child's mother, Mrs. Jack Cockrill, had given him the money with which to buy candy.

With her permission he had taken the 15 cents—all in pennies—from her pocketbook. This was one of the largest sums he had ever received at one time.

Stopping at the doorway before leaving the house, he threw his arms around his mother's neck and in childish glee told her she was the "best mother in all the world" as he kissed her.

As he skipped out onto the sidewalk he called back to his mother telling her that he would hurry home to share the candy with her. Going to the store on the corner of Minnesota avenue and Naylor road he picked out



ROBERT COCKRILL.

the pieces he wanted with the aid of George Havenner, the proprietor.

With the sweets clutched tightly in his little hand, Robert rushed out of the store and in his haste to get home failed to look to see if any automobiles were coming down the street.

Miss Lano, who was on her way to visit a patient, saw him rush out in

CONTINUED ON PAGE 7, COLUMN 1.

February 7-12.

Reduced fares via Southern Railway. Tickets sold February 5 to 11 inclusive. Route of Crescent Limited. City Ticket Office, 1519 H St. N. W. Phones Main 1466-1466.—Adv.

American Priest Kidnaped in China

Outlaws Ask $10,000 Ransom for Release of Long Islander.

Peking, Jan. 26 (A.P.).—Bishop O'Shea, of the Catholic Mission at Kanchow, reported today that Communists had kidnaped an American, the Rev. Edward Young, near Nananfu, Kiangsi province. A ransom of $10,000 has been demanded.

New York, Jan. 26 (A.P.).—The Rev. Edward Young, reported kidnaped by Communists in Peking dispatches today, is a member of the Vincentian Order, serving as a missionary at the Shensi Mission, in Lungnan, China. His mother and brother live in Smithtown, Long Island.

He is about 30 years old and has been a Chinese missionary for three years. He was known as an athlete, particularly as a runner and has ball player.

"He always had a leaning toward missionary work," Father Riley, of the Vincentian Fathers, in Brooklyn, said today.

"He was particularly anxious to do work in China."

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but not S O S messages, were awaiting the arrival of tugs today.

The Norwegian steamer Fernlane reported she had lost her rudder and was lying 500 miles southeast of Bermuda.

The American freighter Dixiano, owned by the American Sugar Transportation Corporation, reported she was aground on the southern coast of Cuba.

The three vessels carry about 25 men each.

Florida Refugees Ashore.

The liner America came steaming home today with the 32 Italian sailors it had saved from the ocean's fury, and full details of the actual rescue were told for the first time by Harry Manning, the dimunitive chief officer who was in command of the lifeboat.

Half coated in ice and her high flanks smeared from the gale-whipped seas that had battered her during the rescue, the America dropped anchor at Quarantine just at noon and a hundred reporters and cameramen swarmed aboard.

After Capt. George Fried had been welcomed by his wife and Manning by his mother they met the newspaper men in a saloon on the boat deck and Capt. Fried smilingly pointed Manning out as the real hero of the occasion.

Manning is less than average height and weighs 130 pounds. Seeing him there in the luxurious saloon, his face the fresh color of a boy's and his dark hair curling neatly backward from a placid brow, it was hard to think of him as the man who had flung himself into the face of almost certain death to save the crew of the Italian tramp steamer Florida.

Lifeboat Crew Volunteered.

This little sailor in blue and brass had pitted his knowledge and courage against all the force of the sea and storm, and he had won. With modest hesitation he told how it was done.

"How did you select the eight men who went with you in the lifeboat?" he was asked. "Did you call for volunteers?"

"Every one volunteered," he said. "I could have filled 40 boats. I chose eight whom I had worked with and knew.

"The trip to the Florida from the America wasn't so bad, except that we didn't dare to go very close because of the deckload of lumber that might have come tumbling down on us. But we got a line over to the men from the Florida and they began pulling themselves through the water to us.

"Most of them had taken off what clothes the storm had left them so they could swim better. Some of them were badly injured and you could hear them groaning as they crawled along through the waves. We yanked them in and they lay there on the bottom of the boat, exhausted, dazed, silent.

Captain Was Last to Leave.

"Capt. Favoloro of the Florida came last. He seemed reluctant to leave his ship but at last he too stepped into the sea and came over. And then the real battle began. The storm was increasing and as the waves got higher my hopes went lower. I really never thought we'd make it."

It was only a 30-foot boat and it had 41 men in it. Manning said that the six oarsmen were unable to make any progress and six of the rescued Italians had to be asked to help. They responded eagerly, though they were spent with days of struggle, and in a little more than an hour the quarter-mile between the two steamers was crossed.

"If we had been minutes later," said Manning, "I don't believe we would have made it."

This point in the rescue, Manning said, marked the only instance when any one showed any signs of being unnerved. A couple of the rescued men leaped from the lifeboat to cargo nets let down the America's side, instead of waiting to be assisted. But they were too weak and fell back, one on top of Manning, injuring his back, and the other across the lifeboat's gunwale.

Shipwrecked Men Helped.

They were finally all hoisted aboard and then Manning himself started up a ladder. But he was so worn with the struggle of the past two hours that he could not summon energy to pull himself up. He would have fallen into the sea, he said, had not Assistant Engineer King, of the America, dragged him up to the deck, ladder and all.

"It was all a matter of cooperation," he said. "The Italians did just as they were told and helped at every opportunity and every one worked together. It was a perfect example of cooperation."

The American was met at Quarantine by the city tug Macom with relatives of the heroes and city and diplomatic officials aboard and was hailed all the way up the bay by the whistles of other craft. At its Hoboken pier, Capt. Fried and his wife and Manning and his mother were taken off by Police Commissioner Whalen and escorted by motorcycle police to their homes, there to rest until the official welcome ceremonies at City Hall on Monday.

Story Told Over Radio.

The three radio operators of the America, speaking over a network of 25 stations of the National Broadcasting System from the studio of WEAF tonight graphically told of the anxious hours preceding and then of the rescue of the crew of the Florida.

The three men, Nelson Smith, chief radio operator, and his two assistants, Charles Maass and Lester Bowman, told in chronological order the part each took in communicating with the Florida and taking bearings by the radio direction finder.

Smith told first of receiving the S O S from the Dannedaike and then four hours later the S O S from the Florida. Maass was at the key Wednesday night when the Florida was sighted. He told the story as follows:

"Zero hour had come. The Florida's signals were so strong that we thought he must be low down on the horizon. Capt. Fried instructed me to ask the Florida to send up rockets.

Florida Lacked Rockets.

"I called his operator and back came the sorrowful and pathetic answer—'We have no rockets.' Then I asked him to burn some bright flare or light on his deck—you see it was pitch dark. He came right back with 'our decks are awash.'

"Then I learned that while the ship's dynamo was still functioning, there were no lights available other than the small running lights that did not pierce the gloom at this distance.

"Suddenly he called the glad news, 'We see you.' After I said, 'Well, old man, we can't see you,' he said, 'Now we see your green light,' which meant that he was on our starboard side. This was about 6:15.

"In about ten minutes we sighted him. Looking through the port I saw her listed badly to starboard. Our job was done."

Capt. Fried to Speak.

Capt. George Fried of the liner America and the men in the America's lifeboat, who rescued the crew of the Italian steamer Florida, will speak over station WABC, New York, and the Columbia broadcasting chain, from 7:30 to 8:30 o'clock tomorrow night.

Gen. A. C. Dalton, general manager of the Merchant Fleet Corporation, and Nelson M. Smith, chief radio operator of the America, also will speak over the Columbia chain tomorrow night. Salvatore Braco, of Union City, N. J., bow oarsman in the lifeboat crew, will make his address to the radio audience in Italian.

(Associated Press.)

Secretary Wilbur indicated yesterday that the Navy Department would send a letter of commendation to Capt. George Fried, master of the steamship America, which rescued the crew of the ill-fated steamer Florida.

The Secretary said he would discuss the matter with Admiral Hughes, chief of naval operations. He also expressed gratification at the reception for Capt. Fried in New York.

"The rescue of the Florida's crew was carried out under difficult and trying circumstances. Capt. Fried is a very gallant officer," he added.

Mussolini Transmits Thanks.

Almost as the America was arriving in New York harbor, a bill to extend the appreciation of Congress to its officers and crew for "heroic conduct and noble service" in rescue of those on the Florida was introduced yesterday by Senator Copeland (Democrat), New York.

The Italian Ambassador Nobile Giacomo de Martino, called on Secretary Kellogg yesterday, upon instructions of Premier Mussolini, and expressed gratitude for the rescue by the steamer America of the captain and crew of the Italian steamer Florida, in addition to the oral expression, the Ambassador handed Mr. Kellogg a letter which read:

"His Excellency Signor Mussolini has directed me to present to the American Government the expressions of deep gratitude of the Italian government and of the Italian navy for the rescue of the crew of the S. S. Florida which was achieved by the gallant men of the S. S. America.

"I take pleasure in transmitting to you these expressions which respond to the feeling of the whole nation and to which I most cordially associate myself."

NOTES ON RESCUE

New York, Jan. 26 (A.P.).—To mathematics—old-fashioned, prosaic mathematics—the crew of the Italian steamer Florida owe their lives, Capt. George Fried said today as he brought them up the bay on the liner America.

His instruments and books having been washed away, Capt. Giuseppe Favoloro of the Florida was unable to give Capt. Fried his position, but he did put on the wireless his "altitude," an observation as to how high in the sky the sun had gone at a given hour. From this information, Capt. Fried was able to figure out where he was.

"I worked it out from that," Capt. Fried said, "and I figured that I should be alongside the Florida at 6 p. m. Wednesday. We arrived at 6:04."

Capt. Favoloro chose a typically latin means of showing Chief Officer Manning's mother his gratitude to her gallant son. He kissed young Manning on the cheek.

"With your son I am now great friends," he said as he was presented to Mrs. Manning. "It is like I have known your son 20 years."

The kiss followed.

On the passenger list of the America when she docked today was George Fried Chojnoroski, who came aboard last Sunday night. He weighs 9 pounds, and the ship's doctor said that both he and his mother, Helen Chojnoroski, a steerage passenger, were doing well.

Capt. Favoloro's greeting to Mrs. Fried was more formal. Very pale, with a bruise on his face and his hand in a sling, and wearing a gray suit presented to him by one of the America's passengers the young captain of the Florida bowed low over her hand.

"I am very, very happy to meet Mrs. Fried," he said huskily.

Mrs. Fried was all sympathy.

"You have had a very terrible experience," she said.

"Yes, thank you." Capt. Favoloro nodded.

"It is a terrible thing for a captain to have his ship go down—"

"Terrible," Capt. Favoloro echoed in a barely audible voice.

He told Mrs. Fried that he hoped to get another ship right away.

"I am like a fish out of water when I am on land," he said.

Capt. Favoloro is only 33 years old. He has followed the sea since he was 12, and was made a captain five years ago.

"Aren't you tired of welcoming me?" Capt. Fried asked Police Commissioner Grover A. Whalen, chairman of the mayor's welcoming committee, as they met on the swaying gangplank that led from the Macom into the America.

"I never get tired of welcoming you, Capt. Fried," Whalen replied.

"It was a pitiful sight to see that little lifeboat battling her way back to us through that sea Wednesday night," Capt. Fried told Commissioner Whalen. It was a horrible thing to look at when they finally came alongside. I saw that Manning had the rescued crew packed into the bottom of the boat like sardines. He'd had to pack them down that way, for ballast."

"That radio operator on the Florida was a dandy," Capt. Fried said. "From the time we got their first SOS he never left his instrument. Whenever we gave him a tick he was right there."

"That radio operator," Munzio di Gangi, turned out to be an exceedingly modest young man.

"No, I was never afraid," he said. "The captain was always right there with me, and we all had faith that we would be saved."

Di Gangi denied reports that there had been disorder among the crew and that they had threatened him.

As the reception committee was boarding the America for the trip to Quarantine Capt. Fried's old command, the President Roosevelt, passed her putting out to sea. With blasts from her whistle, the Roosevelt saluted her former captain. Capt. Fried commanded the Roosevelt three years ago when he rescued the 25 men of the sinking British freighter Antinoe.

Other ships paid their tribute to the America during her triumphant journey up the harbor today. At Quarantine the crew of the Italian-American steamer Conte Biancamano lined up on deck and gave her the Fascist salute.

"He looks thin and so tired," Chief Officer Manning's mother repeated over and over, anxiously watching her son as he told his story to the reporters. The young chief officer admitted he had lost several pounds.

Passengers on the America said the launching of the lifeboat from the America last Wednesday night was one of the most solemn scenes they had ever witnessed. In spite of the cold and rain, nearly every one was on deck silently watching.

As the boat went over, Capt. Fried called out "Good luck," and Chief Officer Manning replied "Thanks."

There were no cheers when the little boat came back. The condition of the Florida crews was so miserable, the passengers said, that cheering seemed entirely out of place.

Among those aboard the welcoming tug Macon when she went down the bay was Patrolman Sam Fisher, of the New York police. Fisher, as a member of the crew of the President Roosevelt, aided in the famous Antinoe rescue.

Both Capt. Fried and Chief Officer Manning spoke in glowing terms of John Palta, the America's German sailmaker. As soon as the America turned from its course to the rescue of the Florida Palta set to work and made two breeches buoys with rings and canvas, so contrived that once a man got into them he could not fall out. These proved of great service when the Florida's exhausted crew had to be hoisted up the high side of the America.

Palta was also one of the eight men who manned the lifeboat under Chief Officer Manning. Capt. Fried and Manning expressed the hope that now, because of his heroism, he might be given the American citizenship for which he has been applying for years, but has not received because of some technical obstacle.

New York, Jan. 26 (U.P.).—A small white dog named "Smiles," a cat and a canary, ship's pets, went down when the Florida foundered off the Virginia Capes, it was revealed by Capt. Giuseppe Favaloro.

Every effort was made to save the pets, but, since every man had to pull himself through the water along a rope in leaving the Florida, it was impossible to take them along.

CAPITAL GREETS CREW OF QUESTION MARK



Louis Johrden, Post Staff Photographer.

Crew of the Question Mark welcomed back to Boiling Field, where they made the first test that proved the feasibility of the refueling plan. Left to right—Assistant Secretary of War Davison, Maj. Carl Spatz, Secretary of War Davis, Capt. Ira Eaker, Lieut. Elwood Quesada and Sergt. Roy Hooe. The latter two did not fly to Washington in the Question Mark but beat it in by flying with Capt. Ross Hoyt in Refueling Ship No. 1.

SHIP LIMPS TO PORT; RESCUE TRIP IN VAIN

Officers of Dannedaike, U. S. Tanker, Tell of Having to Send S O S.

40-FOOT WAVE HIT CRAFT

St. Georges, Bermuda, Jan. 26 (A.P.).—The American tanker Dannedaike limped into port here today with a dramatic tale of an attempted sea rescue which almost turned into a disaster for the rescuer. Badly buffeted, with half her bridge torn away and with makeshift steering apparatus, the vessel put into to send two of her crew of 32 to the hospital and to make repairs before continuing her voyage from Beaumont, Tex., to Belgium.

While her captain remained on the ship, the story of how the Dannedaike started to the rescue of the foundering Italian freighter Florida five days ago, only to be hit herself by mountainous seas and so badly damaged as to be forced to send an S O S, was related tonight by Quartermaster John Hagarty, of Philadelphia.

Forty-Foot Wave Hits Ship.

Hagarty was on the bridge when a 40-foot wave hit the tanker. He was taken to St. Georges Hospital today for treatment of internal injuries, together with the other victim, Algier Johnson, third mate, of Galveston, Tex., both of whose ankles were broken.

"I was at the wheel with Johnson and Capt. Mathiason last Thursday morning," said the quartermaster, "when the biggest wave I ever saw struck across our bow. We had received an S O S from the Florida on Monday night. We figured we were only about 30 miles from the position given, but we never sighted her.

"I saw the big wave coming, but I just took a tight hold on the wheel and shut my eyes. The next thing I knew the captain was trying to yank me out from under the 200-pound binnacle which had ripped off. I hollered for him to quit and get Johnson."

Halts Rescue Attempt.

The Dannedaike forthwith gave up her effort to locate the Florida, flashed her own S O S and began a battle of self-preservation.

"Fortunately," continued Hagarty, "no more big seas hit us, otherwise we might have gone down. The seas not only ripped off half of the bridge, but broke the forward hatch and smashed the pumproom so that we were unable to get the water out. The steam pipes were also broken. Most of the crew figured that we were through and prepared to go over, but it would have been impossible to launch boats, even if necessary.

"By next morning the storm had abated. We made repairs, patching up the steering gear to operate aft and headed for Bermuda."

QUESTION MARK WILL BE STUDIED

CONTINUED FROM PAGE 1.

town, Pa., for an overhauling. Its three motors, which had throbbed unceasingly for 150 hours, have been sent to Wright Field, Dayton, Ohio, for inspection.

According to Sergt. Hooe, who is probably more familiar with the mechanical side of the big Fokker than any other man, the delay in Greensboro was caused by the breaking of a small gear in the starter on the right outboard motor. Spare parts were sent to the North Carolina town yesterday morning in a plane from Boiling Field. After repairs had been made, the Question Mark left for Washington at 2 o'clock, making the trip in three hours flat.

Salesman Injured When Hit by Car

Henry Underwood, in Emergency Hospital, Is in Serious Condition.

Henry Underwood, 29-year-old salesman, of 1410 Thirteenth street northwest, was injured severely late yesterday afternoon when he was struck by a Capital Traction Co. street car while crossing at New York avenue and Fourteenth street northwest.

Underwood was struck by a northbound car operated by Motorman Benny Hodges, of 5505 Seventh street northwest, and thrown against a southbound car which immediately came to a stop. The injured man was taken to Emergency Hospital in a passing automobile and treated by Dr. J. Griebosky for concussion of the brain, lacerations to the head, and a possible fracture of the skull. His condition was serious last night.

Police were unable to locate any relatives of the man in this city, but a sister in Birmingham, Ala. was notified of the accident. It was at first reported that the young man was a nephew of the late Senator Oscar W. Underwood, of Alabama, who died at his Virginia estate Friday, but this was later denied.

Kellogg Treaty Ratified By Roumanian Deputies

Bucharest, Jan. 26 (A.P.).—The Roumanian Chamber of Deputies today unanimously ratified the Kellogg Pact for renunciation of war. Foreign Minister Mironescu praised the initiative of Secretary Kellogg, and added that the pact is an international affirmation of the Roumanian policy of peace.

The senate is expected to ratify the pact Monday.

Girl, 7, Kept Alive By 2 City Firemen

Men, With Pulmotor, Work in 12-Hour Shifts on Afflicted Child.

Topeka, Kans., Jan. 26 (U.P.).—A 7-year-old girl, Margaret Brown, was being kept alive tonight by the efforts of two Topeka firemen, who alternated in administering oxygen to her from a pulmotor.

Eight days ago the child, daughter of Mr. and Mrs. Walter Brown, of Perry, became so ill from pneumonia and her lungs so filled with fluid that respiration was impossible. She was near death when the family physician summoned a specialist, who asked the fire department for the pulmotor.

Dean Way and A. W. Shuberg, firemen, volunteered to operate the pulmotor. They are fathers of girls of the same age. Alternating for eight days in twelve-hour shifts, one of them has kept vigil at Margaret's bedside, supplying her with the sustaining air. There had been only slight improvement tonight in her condition, but her determination to live had created hope that she and the firemen might win their fight. The fluid is being drained from the child's lungs.

Fresh oxygen tanks have been brought here from Kansas City.

"We will keep working with Margaret so long as there is any hope," Shuberg said tonight.

BOOTLEGGER CAUGHT WITH BAR ON WHEELS

Decoy Call to Fashionable Apartment Results in His Arrest.

SHOWS "PLENTY" OF RUM

A six months' "fly" at the liquor selling game in "wide open Washington," in an effort to recoup losses said to have been sustained in the Florida real estate market, police say, last night hit a sudden snag when John Russell Wallace, 28 years old, of the Logan Hotel, Iowa Circle northwest, was arrested by Sergt. Oscar J. Letterman and his squad on charges of illegal possession and transportation of liquor.

Wallace's machine, which was confiscated, is said to have been a veritable warehouse on wheels, the rear being fitted up with a beehive of trays and a variety of compartments into which bottles of various sizes and shapes would snugly fit. In the car at the time of Wallace's arrest, Letterman said, 32 quarts of alcohol, 8 quarts of whisky and 11 quarts of gin were found.

Undone by Decoy Call.

The arrest and confiscation took place in front of Cathedral Mansions, 3000 Connecticut avenue northwest, where the officers said they had decoyed Wallace with a liquor order over the telephone. Numerous complaints had been received, they said, that Wallace was doing a thriving business at the fashionable apartment.

When Wallace arrived in response to their order, police say, two of the officers were waiting inside the apartment building, while Letterman and William F. Burke took up places of vantage on the outside. They said that Wallace drove up in a small coupe, took two straw wrapped bottles from under the seat of his machine, and entered the building where he was taken into custody.

"Plenty" of Liquor.

Brought outside to his machine, the man was asked if he had any more liquor with him, and is said to have answered, "plenty." He then showed the officers his built-in warehouse.

Sergt. Letterman said that Wallace told him he had been in the "bootlegging business" here for about six months, and that last night was the first time that he had ever been arrested. At the station house he gave his occupation as "bootlegger."

Nine other arrests and the confiscation of approximately 50 additional quarts of liquor and 704 quarts of wine marked the squad's Saturday activities. A raid on an alleged gambling establishment was also made at 702 Ninth street northwest, and Samuel Rappaport, 39 years old, of 1734 Seventeenth street northwest, was arrested and charged with setting up a gaming table. Forty-eight other persons, who were found in the place, were listed as witnesses.

Storehouse Raided.

The 704 quarts of wine and 16 quarts of alleged liquor were taken from a storehouse at 305 Thirteenth street northwest, near police headquarters. Joseph Meggentia, 50 years old, of the same address, was arrested there and charged with illegal possession of liquor.

Other persons arrested and liquor seized were as follows: 18 Jackson street northwest, James Major Owens, 31 years old; Norine Hunter, 24 years old, and Elisa Mitchell, 23 years old, all colored and of the same address, one quart of whisky; 628 T street northwest, Cliff Boyd, 49 years old, and Le Roy Murdock, 31 years old, both colored, half a pint of whisky; 921 Twenty-seventh street northwest, Connie Mason, colored, 38 years old, 26 quarts of whisky. In front of 356 Army court southwest, Herbert Theatric Smart, colored, 29 years old, of 919½ Second street southwest; six quarts of liquor and a sedan automobile confiscated. Smart was delivering an order of liquor, according to police.

3 in Car Found Dead Of Carbon Monoxide

Washington, N. C., Jan. 26 (A.P.).—Three men were found dead in their automobile near Dinahs Landing on the Goosecreek road 11 miles from here this morning. They were believed to have been asphyxiated by carbon monoxide gas.

They were Elias Cox, of Bath; Clarence Sheppard, of this city, and Travis Stepp, of Greenville, N. C.

George Harris, deputy sheriff and F. T. Paul, coroner, after an investigation said the men apparently had gone to sleep in the automobile with the motor running.

Fighter With Dewey Ends Life With Gas

J. J. McCarthy Said to Have Fought in Battle at Manila Bay.

John J. McCarthy, 67-year-old veteran of the Spanish-American War, ended his life yesterday with illuminating gas in his room at 407 O street southwest. Coroner J. Ramsey Nevitt issued a certificate of suicide.

Alfred Way, who lives on a house boat at Water street, found McCarthy Gas was flowing from an open jet. The rescue squad was summoned, but was unable to revive him. Dr. Louis Jimal of Casualty Hospital, pronounced him dead.

McCarthy is said to have served under Admiral Dewey at Manila Bay during the Spanish-American War. He is said to have a sister in New York and a brother in Chicago.

Former Publisher Weds Nurses' Chief

Edwin A. Van Valkenberg Makes Miss Louise Johnson Bride.

Newbern, N. C., Jan. 26 (A.P.).—Edwin A. Van Valkenburg, former editor and publisher of the Philadelphia North American and Miss Louise Johnson, of Philadelphia, were married here today at the home of Mr. and Mrs. Thomas G. Hyman. The ceremony was performed by Dr. N. D. Wilson, pastor of Centenary Methdoist Episcopal Church South, in the presence of the immediate household.

After a luncheon to which a few intimate friends were invited the couple left for a motor tour to Southern resort cities.

Mrs. Van Valkenburg for seventeen years was head of the bureau of nurses for the division of medical inspection for the Philadelphia Board of Education.

Mr. Van Valkenburg was editor and publisher of the Philadelphia North American for 30 years. When the paper was sold to the Public Ledger, he retired from active newspaper work and moved to his country estate near Wellsboro, Pa.

Auto Seriously Injures Boy Playing in Street

George S. Gobbett, 6 years old, of 125 D street northwest, was seriously injured shortly before 6 o'clock yesterday evening, when he was struck and knocked down by an automobile while playing in the street in front of his home.

Miss Marguerite Dunbar, of 4423 Greenwich parkway northwest, operator of the machine that struck the boy, took him to Casualty Hospital, where he was treated by Dr. Louis Jimal for internal injuries and shock. His condition was reported serious last night.

103 Men Feared Dead In Manchuria Blast

Mukden, Manchuria, Jan. 26 (A.P.).—One hundred Chinese and three Japanese miners were feared to have been killed today in an explosion and fire in the Entai coal mine near Liadyang, Manchuria.

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HOOVER WILL HEAR SOUTHERN VISITORS

Busy Week of Conferences to Interrupt Florida Fishing Jaunts.

CRAMER STOCK FALLS

By CARLISLE BARGERON
(Staff Correspondent of The Post).

Miami Beach, Fla., Jan. 26.—With his first week-end fishing trip behind him, President-elect Hoover was tonight set for what is generally expected to be a big conference week, maybe to be tapered off at the end by another houseboat jaunt.

Several invitations to what the Floridians are already calling the summer White House have been issued, although the identity of those invited has been carefully guarded.

Some of the Southern leaders are expected to be able to run the gantlet set up by Chairman Hubert I. Work of the national committee and Horace Mann, for want of a better term, known as Southern manager. These two have been busy for days examining the Southern callers, so to speak, passing upon their political English, their table manners and dress, and some of them are known to have been found suitable to cross the canal that separates Belle Isle from Miami Beach.

Callers Not Named.

But the names of those approved, like the identities of Mr. Hoover's personally invited guests, are not being made public. One, Stuart W. Cramer, prominent textile operator of North Carolina, has already passed through the gates and is generally believed, as a result, to have talked himself out of any chances he may have had for a Cabinet job.

It might be said however, that Mr. Cramer today sat in with what might be described as the little cabinet. Glenn B. Skipper, national committeeman for Florida, took Mr. Work, Mr. Mann and Mr. Cramer out on an all-day fishing trip of their own. This, too, after Dr. Work had given the impression to newspaper men with the Hoover party that if there was one thing that did not arouse his interest it was fishing.

Skipper at this particular time is having a hard time holding on to the Florida Republican leadership which he only acquired last June at Kansas City because of the fact that President Coolidge followed the recommendation of Skipper's predecessor in filling a Florida judgeship. Skipper is very much put out about it and undoubtedly has a lot of grievance to express to Work and Mann today. There is nothing they can do about it, though for the present at least.

Situation in Virginia.

There is every reason to believe that the entire Southern patronage and political scheme is to be worked out during Mr. Hoover's stay down here, with Work and Mann doing the ground work and Mr. Hoover putting on the finishing touches. Presumably, the formula laid down by Mr. Hoover in his treatment of the New York situation, whereby a triumvirate was set up composed of an original Hoover, man, one who was not and with the State chairman acting as the referee.

They may be exceptions to fit local conditions and considerable interest attaches here as to whether one will be made in Virginia the bailiwick of C. Bascom Slemp. Application of the New York formula to Virginia would place State chairman Angell very high in the saddle, with Slemp presumably one of his wings and a representative of the peculiarly Hoover forces on the other. There are indications that Slemp and Angell do not work in such perfect harmony now. If Angell were to be elevated to the position of patronage referee it is easily understood that he might in due time be able to draw completely away from his national committeeman.

In North Carolina, if the Republicans expect to hold their gains, some provisions must be made for absorbing such anti-Smith forces as followed the lead of former Mayor McNinch, of Charlotte. No hope is entertained, of course, of holding the greater number that followed Senator Simmons, because he is expected henceforth to be Democratic. McNinch comes from a family, however, that has had other members go Republican and remained that way, so his espousal of Hoover was taken to be about as much pro-Hoover as it was anti-Smith.

May Meet Smith.

McNinch and his lieutenants will quite likely be very much disappointed if something like the New York formula is not applied to give them a hand in North Carolina patronage.

Aside from the distinct party matters that are to come before Mr. Hoover this week, it looks as though the Florida boosters are not to be content until they get him and former Gov. Smith of New York together. The governor is now at Sarasota, but has expressed the intention of later coming to Coral Gables, in the Miami area. The boosters say he and Mr. Hoover just must meet and the governor has indicated that he may quite probably call to pay his respects.

John Coolidge has arrived to visit his fiancee, Miss Florence Trumbull, here at Miami Beach.

COOLIDGE AWARDS TROPHY TO COMMERCE AIR BRANCH



Henry Miller Service.

President Coolidge, left, presenting the Collier air trophy to William P. MacCracken, jr., right, Assistant Secretary of Commerce in Charge of Aviation. In the back, left to right—Maj. Clarence M. Young, director of aeronautics of the Department of Commerce; Senator Hiram Bingham, president of the National Aeronautic Association. The Collier air trophy is awarded annually by the National Aeronautic Association to the person or organization for "the greatest achievement in aviation in America, the value of which has been demonstrated by actual use during the preceding year," was awarded this year to the aeronautic branch of the Department of Commerce for its valuable contribution to the furtherance of civil aviation.

CUT WIRES PREVENT HUGHES BROADCAST

Condemnation of Dishonest Lawyers Shut Off From WMCA Transmitter.

INVESTIGATION IS STARTED

New York, Jan. 26 (A.P.).—A severed telephone wire that prevented broadcasting of a speech by Charles Evans Hughes was today the subject of an inquiry by radio officials who believed it cut with malicious intent.

Mr. Hughes spoke before the Bronx Bar Association and severely arraigned the dishonorable and unprofessional elements of the New York bar. The speech was prepared well in advance and the conjecture was that a copy of it might have fallen into the hands of some one inimical to the efforts being made by the association to purge the profession.

John Elwood, director of Radio Station WMCA, said he would demand a police investigation. He expressed certainty that the wires had been cut maliciously.

Mr. Hughes praised the efforts that have been made to punish "ambulance chasers" and asserted that "to commercialize the bar, to introduce the methods of solicitation, of mass production, of trading on the opportunities for litigation, is inevitably to encourage frauds and perjuries and to destroy the sense of the personal, fiduciary relation which protects both the client and the court."

He declared there is reason to fear "that many are coming to the bar who are unfitted to appreciate the requirements of professional duty," while other well-meaning young practitioners are corrupted by the example of older lawyers who thrive on dishonorable and unprofessional practices.

Big Return Raid Made on Steelton

State and Federal Agents Prevent Local Police From Interfering.

Steelton, Pa., Jan. 26 (A.P.).—Making a return call to this borough today, Federal prohibition agents, under the direction of S. O. Wynne, Fifth District prohibition administrator, raided 28 clubs, saloons, cafes, restaurants and other places and arrested eighteen persons. Liquor and beer were seized.

Forty-two Federal agents and twenty State police, who were dispatched to avert a recurrence of the interference by local police which marked a recent raid, comprised the raiding party. In the prior raid the Federal agents were stopped by local police armed with warrants charging malicious mischief.

"The law has been so openly defied in Steelton," Wynne said, "with interference on the part of the local authorities that a thorough investigation by a grand jury should be made."

BANK HEAD IS GIVEN TERM FOR FORGERY

Shelburn, Ind., Official Confesses to Fraud in $80,000 in Notes.

MURDER STILL MYSTERY

Sullivan, Ind., Jan. 26 (A.P.).—Jessup F. Bolinger, president of the First State Bank of Shelburn, Ind., pleaded guilty to uttering a forged note in circuit court here this afternoon and was sentenced to serve from two to fourteen years in the State prison.

Bolinger was arrested recently after he had confessed the forgery of a proximately $80,000 in notes held by the Peoples National Bank & Trust Co., whose vice president, Edgar D. Maple, was found dead in the bank on January 16.

Maple's death was attributed to an unknown murderer by the verdict of W. H. McGrew, coroner. No arrests have been made in connection with his death.

Since his arrest on the forgery charge Bolinger has confessed to forgeries and defalcations totaling $235,000. The bank of which he was president was closed by resolution of the directors and is now in the hands of a receiver. An attempt will be made to liquidate its remaining assets.

NAKED DOUKHOBORS DRIVE OFF POLICE

Unclad Mob Prevents Arrests of Sect in Subzero Weather at Grand Forks, B. C.

IN ROW OVER SCHOOLS

Grand Forks, B. C., Jan. 26 (A.P.).—Two provincial police officers reported here today that they had been forced to flee from an army of naked, angry Doukhobors when they had sought to arrest three of their number at a ranch near here.

The policemen declared that they had been confronted by about 100 of the colonists, who danced about in a frenzy when they approached. They said the Doukhobors defied the whole police force of British Columbia to arrest them, and that the group was being reinforced by other colonists of that sect in the vicinity.

Subzero weather failed to interfere with the unclad army, the officers said.

The Sons of Freedom, as these particular colonists call themselves, recently withdrew their children from schools at Brilliant and Glade, B. C., and other educational institutions in the Grand Forks area, but finally consented to permit their return.

The Doukhobors are Russians who believe that Christ was wholly human. They are opposed to priest rule, and are communistic in their manner of living. Nakedness is one of the characteristics of the sect called the Sons of Freedom.

Willys Heiress to Wed Argentine Aristocrat

New York, Jan. 26.—Miss Virginia Willys, debutante daughter of Mr. and Mrs. John North Willys, of New York, will be married soon to Luis Marcelino de Aguirre, of Buenos Aires and Paris. The betrothal was announced by Miss Willys' parents today.

The motor magnate's daughter's fiance is a direct descendant of Francisco de Aguirre, Marquis De Montepio, who founded many important cities of the Argentine and Chile. His father was the late Eduardo de Aguirre, scientist, and his mother a member of a prominent South American family. Miss Willys is a graduate of finishing schools here and abroad. No date has been set for the wedding.

250 Girls Shiver in Cold When Dormitory Burns

Belton, Tex., Jan. 26 (A.P.).—Two hundred and fifty girl students in scanty attire were driven into freezing weather here early today when fire destroyed Luther Hall, the largest dormitory at Baylor College for women.

Only one student, Dorothy Williams, of Dallas, was injured. She suffered bruises when she jumped into a blanket from a third-story window.

A watchman gave the alarm and the building was cleared in three minutes. None of the girls saved any of their effects.

Property loss was estimated at $150,000.

Suicide Laid to Gambling.

Nice, France, Jan. 26 (A.P.).—Joseph Jules Marx, 39, of Chicago, tonight committed suicide with a revolver while seated in an automobile in a local square. Friends attributed his act to gambling losses.

New Year Bargains The Mintwood
1843 Mintwood Place N.W.
Near 18th and Columbia Road
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1 room, reception hall and bath $27.50
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Exceptionally attractive apartments of three outside rooms, reception hall, bath and large kitchen.
Reasonable Rentals

LEAP SAVES FLIER FROM FIERY PLANE

Lieut. J. B. Haddon Jumps 3,000 Feet as Flames Sweep Over Ship.

FALLS 6 MILES IN COMA

Dayton, Ohio, Jan. 26 (U.P.).—Lieut. Julian B. Haddon today fell 6 miles out of the sky and very tersely reported to his commander that his airplane had been wrecked.

In that 6-mile fall Haddon experienced almost every emotion that can come to an aviator. He lost consciousness because of altitude. He "came to" after a fall of 22,000 feet in a nose-diving airplane which had its engine wide open. He righted it only to discover his machine was afire. He was bundled in heavy clothing and for a few moments thought he could not get out of the cockpit. Then he escaped, walked to a wing, leaped off, pulled the trigger string of his parachute and glided to earth.

He struck a rock and sprained his back slightly. The airplane crashed 5 miles away, almost totally burned.

Falls Like Meteor.

The drama of the thing attracted everyone in the district. Farmers could see the flaming machine appearing almost like a meteor, hurtling down out of the sky.

But to Lieut. Haddon, who is a test pilot at Wright Field, it was just another episode in his regular Army work. As soon as he landed, he walked to a nearby farm house and almost apologetically called the commander of the field to tell about the amazing escape.

He merely reported his airplane caught fire in the air and that he was forced to descend by parachute. His plane was wrecked, he explained.

But later Haddon elaborated and told the thrilling story of his escape. He started this morning in a PT-5 biplane to try for an altitude record. From then on the story is Haddon's.

"Then I had reached 32,000 feet. My instruments showed a temperature of 60 degrees below zero. Rarity of the atmosphere made me dizzy but before I could start a descent I became unconscious.

Fire Envelops Ship.

"I came to and found my plane spinning and spiraling downward at a terrific rate with the motor wide open. My altitude was 10,000 feet.

"By the time I had the ship straightened out I was only 3,000 feet from the ground. At this level I noticed fire on the nose of the ship and flames began sweeping back over the fuselage.

"Because of the heavy flying clothing I wore, I nearly became wedged in the cockpit, but managed to free myself, dive out and pull the ring of my chute.

"In landing my chute dragged over a rock and my back was strained.

"The burning ship crashed some distance away on a farm."

Loft Company Control At Stake in Battle

New York, Jan. 26 (A.P.).—A fight to wrest control of Loft, Inc., candy store and restaurant chain, from the present management was announced today by a group of stockholders who are mailing proxies to other shareholders. They propose to elect an entire new directorate.

The stockholders' committee seeking control is composed of Louise E. Spellman, president Spellman Mortgage Co., as chairman; Clarence A. Earl, of Charles Freshman, Inc., of Chicago; Howard E. McCormick, Chicago attorney; Frank L. Michaels, president Michaels Art Bronze Co., Covington, Ky., and Alfred R. Miller.

Bolivian Purchase Of Arms Explained

Official Says Supplies Now Being Delivered Were Ordered Long Ago.

La Paz, Bolivia, Jan. 26 (A.P.).—The acquisition of arms by Bolivia, which recently caused some concern to be felt at Washington, was said tonight by an undersecretary of foreign affairs to have been entirely made two years ago.

"Bolivia has never made a mystery of her acquisition of arms," said this spokesman. "She has acquired arms with the same right as other countries which maintain commissions in Europe for that purpose, such as Argentina and Chile, which has never produced any alarm or scandal. Our acquisitions were made two years ago, before conflict with Paraguay was thought of."

Paraguay also acquired considerable war material, transit of which was made through Argentine ports. All countries replaced armaments after the World War because of the great advancements made during that conflict. The cost of the Bolivian purchases was several millions of dollars, paid in part with the last "American loan," made by Dillon, Reed Co., of New York.

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Four rooms, kitchen, reception hall and bath, with all outside rooms; every apartment newly decorated; unexcelled service, in a desirably located fireproof building. Resident manager on premises.
16th & Columbia Rd. N.W.

Teacher and Youth Eloped, Is Belief

Married Woman, 35, and Pupil, 17, of Georgia, Sought in Ohio.

Ellaville, Ga., Jan. 26 (A.P.).—A search for Mrs. M. M. Wellon, 35 years old, school principal, and Edwin Chapman, a 17-year-old pupil, figures in a suspected elopment, today extended to Akron, Ohio, on information gleaned from school children.

Sheriff E. C. Rigsby announced that he had information of a recent loan of $300 on the Wellon farm and payment of back salary to Mrs. Wellon amounting to $200. Her husband, a farmer, who came with his wife from North Carolina five years ago, told the sheriff he had no knowledge of the whereabouts of his wife or the money.

Ellaville residents told Chief Holloway they saw Chapman join Mrs. Wellon in her automobile last Sunday and drive off toward Atlanta. No word has come from either to friends or relatives since. Chapman is the son of a farmer.

Flier Pilots Physician To Man on Night Hop

Miami, Fla., Jan. 26 (A.P.).—Flying a physician over an unlighted course of the Atlantic Ocean to the home of a man dangerously ill, Eddie Nirmaier, veteran pilot, landed his amphibian plane on the beach of West End Island, 90 miles from here, and won a race against death.

A telephone message at 4:30 o'clock in the afternoon advised Nirmaier that a physician was needed immediately to attend a sick man on West End Island. Twenty minutes later the plane was in the air, heading out over the ocean. Nirmaier flew 40 minutes through the night, landing his plane one hour and 40 minutes after taking off. The physician attended the sick man, saving his life.

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1 Room, Reception Hall, Kitchen and Bath	$45.00
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3 Rooms, Reception Hall, Kitchen and Bath	80.00

Large Outside Rooms, Spacious Closets.
Electric Refrigeration on House Current.
Situated High Above the City, the Outlook Is Unexcelled Anywhere in Washington.
WARDMAN MANAGEMENT
Cleveland 1912.

Inquest Will be Held In Mrs. Ruth's Death

Special to The Washington Post.

Boston, Jan. 26.—To satisfy public opinion once and for all, a coroner's inquest into the death of Mrs. Babe Ruth will be held in Waltham district court February 2. Among witnesses called for the inquest are John W. O'Hearn, chief of police of Watertown, Mass.; Dr. Edward H. Kinder, the dentist in whose home Mrs. Ruth died and members of the police and fire departments.

Officials are confident that the inquiry will result in the conclusion previously reached—that the estranged wife of the famous baseball player, who was known in Watertown as Mrs. Kinder, was suffocated in the fire in Kinder's home.

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ALL ONE PRICE

Exquisite Delman creations, made entirely by hand in Delman's own workrooms—Modes that are smart and individual, for Daytime, Sports and Evening. These originations have been priced much higher and offer a remarkable value at this low clearance price! Similar reductions on Hosiery, Buckles, Accessories. Sale merchandise cannot be charged, exchanged, credited or sent C. O. D. No mail orders.

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$50	Hickey-Freeman Suits Now	$37.50
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$65	Hickey-Freeman Suits Now	$48.75
$75	Hickey-Freeman Suits Now	$56.25
$85	Hickey-Freeman Suits Now	$63.75
$90	Hickey-Freeman Suits Now	$67.50
$100	Hickey-Freeman Suits Now	$75.00

Blue suits and formal suits are not included
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900 Bladensburg Rd. N.E. We have no agents.

DIED

ATKINSON—On Friday, January 25, 1929, at the residence of his parents, 1122 Eleventh street northwest, ROBERT SHERMAN, devoted husband of Sylvia Atkinson and son of Robert H. and Mary G. Atkinson.
Funeral from 1122 Eleventh street northwest, on Monday, January 28, at 8 a. m.; thence to Immaculate Conception Church, where mass will be said at 8:30 a. m. (Newark, N. J., and New York papers please copy.)

BRAWNER—On Friday, January 25, 1929, at his residence, 78 Kaloroma circle northwest, JOHN W. BRAWNER.
Funeral from St. Margaret's Church, Connecticut avenue and Bancroft place northwest, on Monday, January 28, at 11 a. m. Interment at Rock Creek Cemetery.

CHYNOWETH—Early Saturday morning, January 26, 1929, at the Westmoreland, EMILY, widow of Maj. Edward Chynoweth.
Funeral arrangements will be announced later.

DONOVAN—On Friday, January 25, 1929, ELIZABETH, beloved wife of the late Daniel Donovan.
Funeral from the residence of her sister, Mrs. Mary Driscoll, 3908 Kansas avenue northwest, on Monday, January 28, at 8:30 a. m.; thence to the Sacred Heart Church, where mass will be said at 9 a. m. Interment at Mount Olivet Cemetery. Relatives and friends invited.

DUTTON—On Friday, January 25, 1929, at his residence, 1705 C street southeast, EWWIN STERN, beloved husband of Harriet Riley Dutton, aged thirty-four years.
Funeral services at the above residence, on Monday, January 28, at 2 p. m. Interment at Fort Lincoln Cemetery. (Boston, Mass., papers please copy.)

EDWARDS—On Friday, January 25, 1929, at Doneroving, Westwood, Mass., after a brief illness, BESSIE PORTER, wife of Maj. Gen. Clarence R. Edwards, U. S. A.
Services at the grave in Arlington National Cemetery Sunday morning, January 27, at 9:30 o'clock.

ELLER—On Friday, January 25, 1929, JOHN, beloved husband of the late Louise Eller.
Funeral from his late residence, 131 Quincy place northeast, on Monday, January 28, at 2 p. m. Relatives and friends invited. Interment Prospect Hill Cemetery.

FROWD—On Friday, January 25, 1929, at the Episcopal Ear, Eye and Throat Hospital, ELEANOR M., beloved daughter of Mr. and Mrs. Percy Frowd.
Funeral services from her late residence, 1422 Spring road northwest, on Monday, January 28, at 11 a. m.

HERNDON—On Friday, January 25, 1929, at his residence, 1354 Monroe street northwest, EDWIN LOGAN, beloved husband of R. Louise Herndon.
Remains resting at Joseph F. Birch's Sons, 3034 M street northwest. Funeral services at St. Stephen's and Incarnation Episcopal Church, Sixteenth and Newton streets northwest, on Sunday, January 27, at 2:30 p. m. Interment at Oakwood Cemetery, Falls Church, Va.

HUNTLEY—On Friday, January 25, 1929, at the residence of her daughter, Mrs. Katie B. Mitchell, 4209 Third street northwest, NANNIE L. HUNTLEY, beloved mother of Katie B. Mitchell and Samuel W. Huntley.
Funeral from above residence on Monday, January 28, at 10 a. m. Relatives and friends invited to attend. Interment Mount Olivet Cemetery. (Richmond, Va., papers please copy).

LOGAN—On Thursday, January 24, 1929, at United States Soldiers' Home Hospital, WILLIAM, beloved husband husband of the late Mary Rex Van Lear Logan.
Remains resting at W. W. Chambers' funeral home, 1400 Chapin street northwest. Interment at Arlington Cemetery on Monday, January 28, at 11:30 a. m.

OFANO—On Saturday, January 26, 1929, at her residence, 3929 Fourteenth street northwest, CORNELIA, widow of Giulio Ofant and mother of Joseph, Samuel and Charlie Ofano and Mrs. Santa Trapani and Mrs. Grace Cernuto.
Funeral from the above residence on Monday, January 28, at 8:30 a. m.; solemn high requiem mass will be sung for the repose of her soul at 9 a. m. at Holy Rosary Church. Interment Mount Olivet Cemetery. Relatives and friends invited.

SANFORD—On Saturday, January 26, 1929, at his residence, 1349 Montague street northwest, WILLIAM C. SANFORD.
Services at the S. H. Hines Co. funeral home, 2901 Fourteenth street northwest, on Tuesday, January 29, at 11:30 a. m.

SHAW—On Saturday, January 26, 1929, at her daughter's residence, 822 Princeton place northwest, ELIZABETH SHAW, aged eighty-one years.
Funeral from above address on Monday, January 28, at 2 p. m. Interment in Cedar Hill Cemetery.

SPARROUGH—On Thursday, January 24, 1929, at Takoma Park Sanitarium, HENRY MALCOLM, beloved husband of Mary C. Sparrough (nee Welch), aged fifty-four years.
Funeral services at his late residence, 621 H street northwest, on Monday, January 28, at 2 p. m. Relatives and friends invited to attend.

WALSH—On Saturday, January 26, 1929, at Providence Hospital, WILLIAM J. WALSH.
Remains resting at the S. H. Hines Co. funeral home, 2901 Fourteenth street northwest. Notice of funeral later.

YATES—After a lingering illness, EDYTHE JARVIS, beloved wife of Dr. James R. Yates.
Funeral from her late residence, 1403 Buchanan street northwest, on Monday, January 28, at 2 p. m. Interment at Halifax, Va. (St. Thomas, Canada, papers please copy).

YATES—Suddenly, on Friday, January 25, 1929, at his residence, 1731 Lanier place northwest, Dr. HARRY A. YATES, son of Laura A. Yates and brother of Mrs. Carrie E. Jones.
Funeral services will be held at his late residence on Monday, January 28, at 2:30 p. m. Interment Rock Creek Cemetery.

IN MEMORIAM.

SIMPSON—In loving memory of my brothers, JAMES MALCOLM SIMPSON, born January 27, 1879, and SAMUEL ARCHIBALD SIMPSON, born November 15, 1881. As the poet Lowell wrote, "Great truths are portions of a man's soul; great souls are portions of eternity."
SISTER.

CARD OF THANKS

BAKER—We wish to express our thanks and appreciation to our many relatives and friends for the beautiful floral offerings and sympathies extended at the death of our beloved wife and daughter, LILLIAN M. BAKER.
HER HUSBAND AND PARENTS.

SENATE'S SECRET SESSIONS FLAYED

Jones Launches a Move to Abolish Practice After Publication of West Roll Call.

PLANS RULES AMENDEMNT

(United Press.)

A movement to abolish secret sessions of the Senate except in extraordinary cases was started yesterday by Senator Wesley L. Jones, of Washington, the Republican whip, as a result of publication last Tuesday by the United Press of the executive roll call by which the Senate confirmed the nomination of Secretary of Interior Roy O. West.

Jones proposed an amendment to the Senate rules to provide that all nominations be considered in public session except when the Senate decides otherwise by a two-thirds vote. His amendment would reverse the present situation which requires a two-thirds vote to consider nominations in open sessions.

Seen as "Wisest Course."

The Republican whip believes there is a good chance now for the proposed change because of widespread interest created by the roll call. He will have the cooperation of such constitutional authorities as Chairman Norris, of the Senate judiciary committee; Senators Borah, of Idaho, and Walsh, of Montana.

"I believe it is the wisest course to consider nominations in open session," Jones said after introducing his amendment. "The Senate confirms most of the President's nominations as a matter of course when no opposition is expressed.

"I believe the change would create more respect for the rules. Now, of course, most executive business finds its way into public print.

Favors Public Sessions.

"When two-thirds of the Senate decides there is reason for considering a nomination in closed executive session my amendment would permit the debate and the vote to remain secret. My intention is to shift the burden in favor of public sessions instead of secret sessions."

Jones said he would seek to have a vote on his proposal because he believed most senators needed no further time for consideration of it. It may, however, be referred to the rules committee if any one objects to an immediate vote upon it.

The present rule, which provides expulsion for any senator disclosing executive business, has never been enforced. Although no executive roll call has been published previously senators usually talk about what happens in closed sessions, and the rule has long been looked upon as an anachronism.

U. S.-Mexican Air Firms Make Pact

Pan-American's Operating Schedule to Dovetail With Southern Line.

(Associated Press.)

Pan-American Airways, Inc., yesterday announced completion of operating arrangements with the companis Mexicana de Aviacion, contractor to the Mexican government, to link United States Air Transportation systems with those of Mexico. The operating arrangement, according to J. T. Trippe, president of Pan American Airways, will provide a direct air transportation system from central and western sections of the United States to the West Indies, Central America and the Panama Canal Zone by way of Mexico.

The Mexican company operates regular service from Mexico City to Tampico and is ready to extend the route to Brownsville, Tex., Vera Cruz and Merida in Yucatan. The Mexican system will connect with the Pan-American Airways at Merida.

Pan-American Airways operates air mail and passenger routes to the Bahamas, Havana and Porto Rico. Col. Charles A. Lindbergh is to open another link in the system February 4, when he is expected to fly from Miami, Fla., to Colon, Panama. The Mexican system will connect with all of these Latin-American routes at Merida.

Edge Again Fails in Move to Bring Up Canal Bill

(Associated Press.)

Another attempt by Senator Edge (Republican), New Jersey, to bring up his bill for a survey to determine the feasibility of a canal across Nicaragua failed in the Senate yesterday when Senator Dill (Democrat), Washington, objected to its consideration "so long as the marines are kept in Nicaragua."

Senator Edge, however, has received preferred legislative status for his bill so it may still come to a vote in this session.

Morrow Visits Coolidge After Seeing Hoover

(Associated Press.)

Dwight W. Morrow, American Ambassador to Mexico, returned to Washington yesterday from a brief visit with President-elect Hoover at Miami Beach, Fla.

He called at the White House to see President Coolidge and conferred with Secretary Kellogg. He went to his home at Englewood, N. J., last night and tomorrow will leave for his post in Mexico City.

Day in Congress

SENATE.

Met at noon and adjourned at 4:30 to noon tomorrow.

Adopted an amendment to the cruiser bill providing that eight of the fifteen proposed cruisers be built in Government navy yards.

Senator Nye (Republican), of North Dakota, called attention to the contest between John D. Rockefeller and Robert W. Stewart for control of the Standard Oil Co. of Indiana, and reminded the Senate that Stewart had been connected with the "shady Continental Trading Co."

Ratified treaty with Japan to prevent smuggling of alcoholic beverages into the United States.

Adopted a resolution authorizing the President to invite the countries of the world to the international fair in Chicago in 1933.

Senator Ransdell (Democrat), of Louisiana, introduced a bill to increase the tariff rate on jute.

Received from the President the nomination of Charles H. March, of Minnesota, to be a member of the Federal Trade Commission.

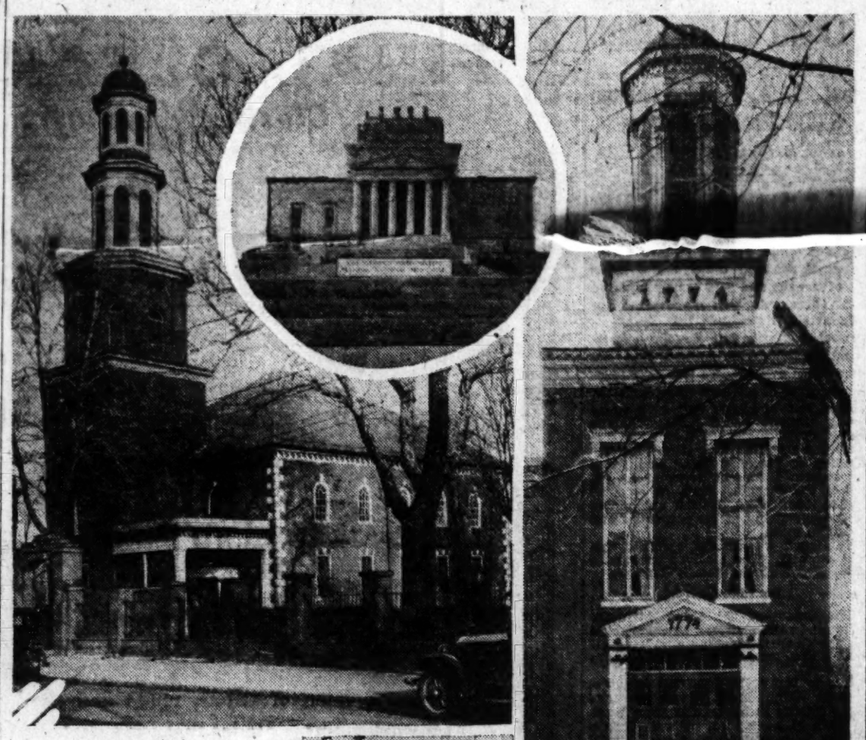
HOUSE.

Not in session.

Representatives of the Radio Corporation opened its fight as to short wave frequencies before merchant marine committee.

Ways and means committee was asked for a higher tariff on wheat by Representative Newton (Republican), of Minnesota.

George Washington Memorial Boulevard Will Be Most Beautiful Road in World





Historic scenes along the Mount Vernon boulevard. Upper left—Christ Church in Alexandria where the Washington pew may still be seen. Center—The George Washington Masonic National Memorial in the course of erection on Shooters' Hill, west of Alexandria. Upper right—Old quarters of the Alexandria Volunteer Fire Company of which Washington was a member. Lower—The home of George and Martha Washington.

Scenic Route to Mount Vernon, Along Potomac, to be 200 Feet Wide.

Idea, Originated in 1886, to Be Consummated in 1932 Bicentenary.

Construction of the Mount Vernon Memorial Highway, from the Virginia end of Arlington Memorial Bridge, now being built over the Potomac at Washington, to Mount Vernon, will make possible one of the most noted and beautiful drives in the world—a drive from the Maryland State line through Rock Creek Park, through Potomac Park, and along the Potomac River, passing through historic Alexandria and Fort Hunt in Virginia, to the home and burial place of the first President of the United States. The selection of the river route for the Mount Vernon Memorial Highway was announced Thursday.

Conception of a highway from Washington to Mount Vernon as a memorial to George Washington originated in 1886. In 1888 the Mount Vernon Avenue Association was incorporated by the Virginia legislature; and following an act of Congress in 1889, Brig. Gen. Peter C. Hains, of the Corps of Engineers, United States Army, made and reported a survey of three principal routes and auxiliary connecting lines. The idea has been warmly commended and indorsed by Presidents of the United States, by Secretaries of War, by hundreds of members of Congress, and by most of the national patriotic organizations.

On December 2, 1924, Congress created the United States commission for the celebration of the two hundredth anniversary of the birth of George Washington. The commission, headed by the President, consists of four senators, four representatives, eight citizens, appointed as commissioners by the President, and four ex-officio commissioners, consisting of the President, Vice President, Speaker of the House and an executive secretary.

Authorized by Congress.

Finally on May 23, 1928, the act was passed which authorized the commission, in cooperation with the Secretary of Agriculture, to survey, select, construct and maintain a Mount Vernon Memorial Highway, for which an appropriation of $4,500,000 was provided. To the Bureau of Public Roads of the Department of Agriculture was delegated the task of surveying suitable routes. Of the two routes surveyed and reported on as to alignment, grades, scenic and historic value, with estimated costs of construction, on January 24 the commission chose the river route.

One of the routes surveyed by Gen. Hains in 1889, which he designated the eastern route, approximates in its location the route selected by the commission. The surveys made by him began at the Aqueduct Bridge, some distance up the river from the Memorial Bridge, now being built. In making his report to Congress, he wrote almost prophetically: "It would be far more in keeping with its character as a national road to have it start from some point on the Arlington estate at the terminus of a handsome bridge spanning the Potomac."

The Mount Vernon Memorial Highway will be approximately 15½ miles long, with a right of way 200 feet wide, except in Alexandria City, and with a 40-foot pavement and two 10-foot shoulders. It is to be completed in 1932, under a three-year building program. At no point will the grade be greater than 6 per cent, and for much of the way it will be less than 1 per cent. Seven or eight masonry bridges will be constructed, monumental in design, harmonizing with the Arlington Memorial Bridge, and these will carry 60-foot roadways, with a 5-foot sidewalk on each side. Automobile parking places will be designated along the route between the highway and the river's bank, particularly at charming spots. Suitable planting will also be provided along the route. The construction will be under the supervision of the Bureau of Public Roads.

Starts at Memorial Bridge

Starting at the Virginia end of the Arlington Memorial Bridge, the roadway traverses Columbia Island, passes under both the highway bridge and the shore spans of the railroad bridge, and follows the Potomac as closely as topography, alignment, grades and plans for future development will permit, to the postern gates of Mount Vernon.

About half-way between Washington and Alexandria, the route passes close to Abingdon, the home of John Custis, Mrs. Washington's son, which still stands overlooking the river. Here Nellie Custis, Washington's adopted daughter, was born. A beautiful view of the river and a panorama of Washington and the north shore are obtained from this point. Entering Alexandria by Washington street, the main thoroughfore of the town, the route passes Christ Church, where the Washington pew may still be seen.

Alexandria was Washington's own town. It was his market place, his postoffice, and his voting place. It was the meeting place of the lodge of Masons to which he belonged, and the lodge hall is now repository of a great many articles and paintings associated with him.

The trowel, square and plumb bob used in laying the corner stone of the Capitol are housed in the lodge hall, as well as the Bible that was used in the days of Washington. Here also is an original painting of Washington by Gilbert Stuart and the Pope Peale painting of him in early life.

Washington Was Fireman.

The old quarters of the volunteer fire company, of which Washington was a member, still stand. In Gadsby's Inn, now the City Hotel, he recruited his first company of provincial troops authorized by Governor Dinwiddie, with which he fought the Battle of Great Meadows.

In the ballroom of the old City Hotel in 1798 was held the first celebration of Washington's birthday. From the steps of the same building he gave his last military command to the Alexandria Light Infantry Blues, his bodyguard during the Revolution; and here, in November, 1799, less than 30 days before his death, he cast is last ballot.

At the Carlyle House, still standing, he received his appointment as major in the British Army on General Braddock's staff; and in this house also, at the convention of the five governors assembled to confer with General Braddock, the first suggestion of colonial taxation was made, the step which ultimately led to the revolt of the colonies.

Other places still standing in the city and intimately associated with the life of Washington are homes of Dr. James Craik and Dr. Elisha Cullen Dick, his family physicians, and the home of Light Horse Harry Lee, and of his two famous sons, Robert E. and Sydney Smith Lee.

The George Washington National Masonic Memorial, which is being erected on Shooters Hill, on the western outskirts of Alexandria, is reached through King street. At the southern limits of the town the route passes within a stone's throw of the first corner stone of the District of Columbia, still standing on Jones Point, with the inscription still complete.

Leaving Alexandria, the highway crosses Hunting Creek, follows the Potomac to Fort Hunt and then on to Mt. Vernon, the home of Washington from 1747 to 1799, and his burial place. Mt. Vernon was built in 1743 by Lawrence, the half-brother of George. On the death of Lawrence and of his only daughter, George Washington inherited the estate of some 8,000 acres, which stretched 10 miles along the Potomac. The house originally had two stories and an attic, with four rooms on each floor. When Washington married Martha Custis, the daughter of a wealthy planter, he enlarged the building. The mansion now contains nineteen rooms.

In 1853 John Augustine Washington offered the Mount Vernon estate for sale. A patriotic daughter of South Carolina, Ann Pamela Cunningham, devoted herself to raising $200,000 required for the purpose. In 1856 the Mount Vernon Ladies Association of the Union was incorporated (it had existed since 1853) with Miss Cunningham as regent, and vice regents representing twelve States, and the present property of about 260 acres has belonged to and has been administered by this association since 1860.

COOLIDGE VETO IS THREATENED FOR $24,000,000 DRY FUND

CONTINUED FROM PAGE 1.

in the District of Columbia from seven to eight hours per day."

Mr. Wilson said he regretted to do this, as it would cause great inconvenience to Congress, but duty compelled him. That was one precedent for Mr. Coolidge.

He also vetoed the Postoffice Department appropriation bill on account of the provision with regard to "the rental of pneumatic tubes." There were others.

But, the belief that the President will veto the deficiency bill because of the Harris amendment, may not save trembling representatives from a record vote, the one thing they would prevent now.

If the veto is resorted to the House and Senate could pass the deficiency bill without the Harris amendment, as they did the appropriation bills Mr. Wilson vetoed.

Passage Is Expected.

(Associated Press).

Counting the votes they expect to draw to the support of the proposal to place $24,000,000 in the hands of the President for prohibition enforcement, Democratic leaders yesterday expressed confidence that they would be able to obtain House approval of the huge expenditure voted by the Senate.

No indication yet has been given by Republican leaders as to when the deficiency bill carrying the highly controversial appropriation will be brought to the floor of the House, but Representative Tilson, of Connecticut, the majority leader, said he did not expect it to be called up before Tuesday.

While the Democrats were hopeful that they would be able to draw enough support from the dry membership of both parties to put the amendment over, many members of the Republican party would venture no prediction as to the outcome of the balloting on the proposal.

Tilson said he was "neither a prophet nor a son of a prophet," and Representative Cramton (Republican), Michigan, a member of the appropriations committee that will consider the proposal, declined to discuss the possible result of the forthcoming contest on the floor.

Among the Democratic membership, Representatives Garrett, of Tennessee, and Garner, of Texas, the party leaders, felt that there was a good chance of the proposal being accepted.

If the House should reject the amendment and send the bill to conference with the Senate the Democrats believe that, in view of the size of the vote by which the Senate adopted the proposal, the Senate might press its position and insist upon its acceptance by the House. Should the House continue to refuse, the proposed expenditure as well as other items in the bill probably would die in conference.

This would leave the question to the new Congress for settlement. Many of the incoming representatives were chosen on issues that might prompt them to take their place behind the amendment, irrespective of party lines, and in some quarters the opinion was expressed yesterday that if the question were left over, the hand of its advocates would be strengthened.

ZIHLMAN GETS BILL FOR 2 INCINERATORS

District Leaders Draft Plan for Trash Disposal System to Eliminate Dumps.

COST IS PUT AT $725,000

are a "disfigurement to the city," the District Commissioners yesterday sent to Representative Zihlman, chairman of the House District committee, the bill providing for establishment of a new trash disposal system.

The Commissioners said they "believe that the project contemplated by this bill presents an economical and efficient solution of a very vexatious municipal problem.

"After the incinerators are put into operation the open burning dumps in the District, which have been so bitterly assailed and which are a disfigurement to the city, will be definitely and finally eradicated," they claim.

The bill provides for the building of two incinerators, one at the foot of Fourteenth street on the Anacostia River, southeast, and the other at the foot of Thirty-fourth street, between the Chesapeake & Ohio Canal and the Potomac River, and the building of a road through Anacostia along the river level to Blue Plains, where it is proposed to dump the residue from the incinerators, amounting to approximately 12 per cent of the total bulk dumped into the incinerators, into a shallow bay, eventually reclaiming land now covered by water. Residue from the Georgetown plant would be carried by boat.

Immediate appropriation of $295,000 is provided for in the bill. This would provide for purchase of the two sites, development of plans and preparation of the sites and commencement of work. The whole plan will cost $725,000, including the cost of the plants and equipment.

The new trash and refuse disposal plan was developed by Maj. D. A. Davison, assistant Engineer Commissioner, and has received the approval of thte Budget Bureau.

Al Smith on Cruise In Florida Waters

'Gone Republican,' He Says of Fish Which Live on Smaller Ones.

Sarasota, Fla., Jan. 26 (N.Y.W.N.S.).—Cruising lazily around on the blue waters of Sarasota Bay and the Gulf of Mexico, Al Smith and his party spent the greater part of today aboard John Ringling's private yacht Zalophus fishing and otherwise enjoying a vacation.

Inquiring what sort of a fish a certain species might be, Mr. Smith was told that it lived off other and smaller fish. "Oh, I see; has gone Republican," commented Al.

In addition to the former Democratic presidential candidate, William F. Kenny and John J. Raskob, guests included Samuel W. Gompertz and William J. Burns, both of New York, who make their winter homes here; H. C. Walthour and Carl Espy, of Savannah, and Ralph C. Caples, of Chicago, another winter resident here.

Mrs. Smith and the other ladies of the party were entertained at the Ringling home today.

Shipping Board's Control Of Coal Exports Success

(Associated Press.)

The new policy whereby coal is being exported on American ships under Shipping Board auspices was hailed as successful here yesterday by Arthur Hale, chairman of the Coal Exporters' Association, who said more American coal had gone to Mediterranean ports in American ships in the last two months than in the last two years.

Congress appropriated a million dollars to facilitate this policy. The Shipping Board especially has put three vessels in the trade and is fiting out three more. Hale asserted boats of the board had taken over 25,000 tons of coal from American points to Algiers, Naples, and Genoa, which he said exceeded the record made by British boats in the last fiscal year.

Guatemalan Ends Life; Implicated as Assassin

Guatemala City, Jan. 26 (A.P.).—Rafael Rodriguez Padilla, former director of the Schol of Fine Arts, committed suicide today just as he was to be arrested as accomplice in the plot to assassinate President Chacon.

The police said all the plotters were known but would not be named until all had been apprehended.

A bomb was placed on January 13 in the road near Villa Lobos over which President Chacon was to return from Amatitlan.

Two army aviators, Garcia Granados and Rodriguez Diaz, are given major credit for the successful suppression of the recent rebellion. They not only located the insurgents but opened fire and dispersed them.

Demobolization is progressing.

Senate Ratifies Dry Treaty With Japan

(Associated Press.)

A treaty between the United States and Japan to aid in the prevention of smuggling alcoholic beverages into the United States was ratified yesterday by the Senate.

Navy Will Transport Party To See Sun's Eclipse in May

Capital Astronomers Will Be Among Observers in Philippines; Apparatus to Be Set Up at Iloilo; Many Nations to Send Expeditions.

The eclipse of the sun in May will be observed by an expedition under the auspices of the Naval Observatory which will leave for the Philippine Islands [illegible] of the [illegible] of the [illegible] ...ics and helpers will be attached to it from the Asiatic Fleet.

The eclipse will occur during the afternoon of May 9, and is of exceptional importance because of its long duration, the [illegible] lasting more than five minutes. It will not be visible to this country, taking place during the dark hours of May 8, for this side of the world.

It will throw a line of darkness from the northwest end of Sumatra, across Siam and southern Cambodia, and the middle group of Philippine Islands, between Luzon to the north and Mindanao to the south, including the cities of Iloilo and Cebu, where Ferdinand Magellan, first circumnavigator of the globe, met his death.

The observatory's expedition, in addition to special observations on its own part, will duplicate certain features of the Sproul observatory expedition of Swarthmore College, Pa., which will go to Sumatra, and an interesting comparison will result if both expeditions are favored with clear weather.

Several expeditions will cover the many phases of this eclipse. British expeditions will leave Greenwich and Cambridge, and four German expeditions are planned, one from Hamburg, operating in the Philippines. Dutch, French and Italian expeditions are in preparation and possible one from Australia. The corona effects of this eclipse will not be repeated for another quarter of a century.

Commander O. H. J. Keppler is in charge of the party, the leading member of which is Prof. William A. Cogshall, University of Indiana, an experienced observer. He will be accompanied by his wife as scientific assistant, and Astronomer Paul Sollenberger, of the scientific staff of the observatory, technical supervisor of its time service and an expert observer, will represent the institution.

Lieut. H. C. Kellers, Naval Medical Corps, will be physician with the party and will act in behalf of the National Museum for collection of specimens of fauna and flora in the vicinity of the eclipse area. He had similar work in Sumatra during the 1926 solar eclipse.

The expedition expects to set up its apparatus in the vicinity of Iloilo, in the Island of Panay, and will have the cooperation of the Manila Observatory staff in selecting the exact site. This institution, under the direction of Father Selfa, is famed for its work in the islands' meteorology.

A tender will be assigned for the expedition's use on its arrival in the Philippines, and an expert motion picture photographer, necessary mechan-

COOPERATIVE FLATS SOUND, GILBERT SAYS

System Is Good When Properly Conceived and Financed, House Chairman Declares.

PARKWAY DEAL SCORED

The cooperative apartment plan is "fundamentally sound when properly conceived, properly financed and properly managed, with safeguards properly set up for the protection of investors."

This is the conviction of Representative Ralph Gilbert (Democrat), of Kentucky, based upon hearings on the financial tangle at the Parkway, one of the cooperative apartment houses in the city.

In the case of the Parkway, Gilbert said, the evidence indicated that it was "improperly conceived and improperly managed from the start."

"The hearings," Gilbert continued yesterday in reporting to Representative Gibson (Republican), of Vermont, chairman of the investigating subcommittee of the House District committee, "have been productive of evidence leading to the conviction that the cooperative apartment plan is fundamentally sound. In fact, though evidence was taken concerning the failure of this one project in question, the inquiry was not productive of evidence tending to show that the cooperative idea is wrong.

"I believe that when a cooperative apartment project is properly planned by honest, experienced and conscientious operators, there is little doubt that it should succeed so long as there are buyers in the market for permanent apartment houses.

"In the instance of the Parkway Apartment, which was investigated in connection with a general study of the matter, there was evidence which indicated that it was improperly conceived and improperly managed from the start. Evidence seemed to indicate also that the building as offered to prospective purchasers was overpriced. It seemed apparent also from the testimony that this particular apartment project was overfinanced, which placed in jeopardy the investments of those who purchased apartments.

"It appeared from the testimony that holders of the second trust on the Parkway did not profit by the transaction. On the contrary, it appeared that they had lost money.

"The committee, however, feels that they are entitled to little sympathy, in so far as they were associated in a measure with the sale to the buyers and failed to exercise any precaution to protect the buyers, and contenanced the sale under a plan that any reasonable person should have known was doomed to failure."

NEW YORK CENTRAL MERGER APPROVED

I. C. C. Grants Road Conditional Permission to Consolidate With Subsidiaries.

11,000-MILE UNIT IS AIM

(Associated Press.)

A conditional permission was given the New York Central system by the Interstate Commerce Commission yesterday to consolidate with its principal subsidiary organizations for operation and management. The condition imposed will require the New York Central to buy or offer to buy on reasonable terms the properties of six short connecting railroads.

By the proposals which the commission approved, the New York Central will lease for 99 years the Michigan Central system and the Cleveland, Cincinnati, Chicago & St. Louis Railway (Big Four), both of which lines it now owns by stock control. The Big Four in turn will lease the Cincinnati Northern Railroad and the Evansville, Indianapolis & Terre Haute, which it now holds by ownership, while the Michigan Central will lease the Chicago, Kalamazoo & Saginaw Railway, also an owned subsidiary.

The effect of the transaction will be to place the 11,000-mile trunk line system of the New York Central in a single unit for operation and management, though in several of the companies named, small holdings of minority stock will be left in the hands of private owners. The lease terms provided for the payment of guaranteed dividends on all of the minority stockholdings, and for the purchase by the New York Central of such holdings at amounts to be determined by arbitration.

Faint Light Beam Leads Police to Liquor Cache

A beam of light, beaming through a crack in a window sill attracted attention of police who were raiding a house at 727 Balls court northwest, yesterday, and lifting up the sill they found 54 quarts of whisky. Three colored people, Leonard Marshall, 34, and J. Wilson, 33, residents of the house, and Audrey Brown, 19, of 730 Balls court, were arrested and charged with sale and possession of illegal whisky.

The raid was led by Lieut. J. A. Sullivan, of the Sixth Precinct.

Court Experts to Convene.

Geneva, Jan. 26 (A.P.).—A meeting of experts, including Elihu Root, of the United States, to study revision of the world court statutes has been convoked for March 11 at Geneva.

RADIO CORPORATION SEES TRUST SET UP

Granting of Short Waves to Universal Company Assailed as Unfair.

FAVORITISM IS DENIED

(Associated Press.)

The Radio Corporation of America charged yesterday before the House merchant marine committee that the Federal Radio Commission had indicated an intention to create a monopoly by granting all 40 of the available short wave channels to the Universal Wireless Co., of Juaflo.

Manton Davis, vice president and general attorney of the radio corporation, presented the organization's views in testimony on a bill to extend the life of the commission for a year.

He contended that the commission was not only proposing to set up a competitor to the Radio corporation, "but to set up a monopoly in the domestic field from which RCA is to be excluded."

Sees Concern Strangled.

"The action proposed," he declared, "will not only prevent RCA competing in the domestic field, but will cripple and strangle RCA as a competitor in the international field."

He also said that in order to get domestic business the corporation was compelled to deal with its competitors, Western Union and Postal Telegraph Companies.

At a previous hearing O. H. Caldwell, member of the Federal Radio Commission, testified that the commission awarded all the short wave frequencies to the Universal company following laboratory tests, but that there was a possibility of obtaining additional frequencies from Canada.

Critics Are Attacked.

Davis declared that the commission did not even inform the Radio Corporation of the tests, even though it had applied for frequencies to serve 31 cities. He added that the commission's assertion that the Radio Corporation's application had not been declined was no answer in view of the award to the other organizations.

Attacks made in the courts and before governmental agencies against the Radio Corporation, in which the organization was denounced as a "radio trust," "patent pool" or "monopoly," Davis said, were by propagandists backed by a body of men "seeking to use the inventions of others without license."

"They denounce and they accuse in order to build a smoke screen behind which to hide their wrongdoing," he declared. "They seek the aid of the Government to help them in wrongdoing."

Threats Are Charged.

Because the Radio Corporation has never attempted to exert political pressure to get licenses, channels or other radio facilities," Davis said, the Radio Commissioners think that "Congress has it will" against the corporation, "and they act accordingly." He added that attacks had been made upon the commission in the nature of threats to prevent that body "giving to RCA plain justice and the reasonable opportunity to develop its services as the radio art develops."

"My purpose has been to demonstrate," the witness continued, "that the assertion of the propagandists to the effect that the Federal Radio Commission has unduly favored RCA is untrue and that in point of fact the contrary is true; that those assertions were intended by the propagandists to intimidate and to terrorize the Federal Radio Commission and to prevent, if possible, RCA receiving just and reasonable recognition."

U. S. to Send Supplies To Earthquake Victims

The naval supply ship, Nitro, will leave the Panama Canal Zone as soon as possible, bearing Army cots and tentage to Cumana, Venezuela, for the relief of flood and earthquake sufferers, the Navy Department announced yesterday.

The supplies are from the Panama Canal department of the Army. Army and Navy are acting at the request of the State Department.

New Military Bridge Is Opened to Traffic

The new Military Bridge, spanning Rock Creek at Military road, was thrown open to traffic yesterday afternoon by Clifford R. Whyte, District engineer of bridges.

The old structure was closed last year, and has been replaced by the new one, which has been under construction several months. During this time traffic has not been permitted to cross it.

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STEWART HOLDS NYE GUILTY OF SLANDER

Replies to Charges by Senators, Denying Indiana Company Got Illegal Profits.

NORRIS ALSO ASSAILED

Chicago, Ill., Jan. 26 (A.P.).—Col. Robert W. Stewart, chairman of the board of the Standard Oil Co. of Indiana, imputed "falsehoods" and "slander" to his accusers tonight in a statement answering the renewed charges by Senator Nye, of North Dakota, that Stewart had given false testimony before his Senate committee.

"Senators Nye and Norris set themselves up as superior to courts and juries," he declared, recalling that he had been tried and acquitted in the courts of the perjury charge that followed his appearance as a witness in the Continental Trading Co. investigation.

"They arrogate to themselves the position of advisers to private investors and private corporations. Behind their cloak of senatorial immunity they slander and abuse individuals without restraint."

Turning to Senator Nye's comment on Col. Stewart's assertion that the profits in the Continental Trading Co. bond transaction went into dividends for the Standard Oil stockholders, he said:

"The Standard Oil Company of Indiana and its stockholders have much to boast of and nothing to apologize for.

"Neither Nye or Norris have ever before had the temerity to charge that the Standard Oil Company of Indiana had ever received any illegitimate profits from any source. Heretofore, Senator Nye has said to the newspapers that it appeared that the time had come to attack the Standard Oil Company of Indiana."

"Stewart Lied," Nye Charges, "to Senate"

(Associated Press.)

The contest between John D. Rockefeller, jr., and Robert W. Stewart, for control of the Standard Oil Co., of Indiana, was called to the attention of the Senate yesterday by Senator Nye (Republican) of North Dakota, who assailed Stewart's connection with what he described as the "shady Continental Trading Co."

Shortly after the Senate lands committee, of which Nye is chairman, a year ago inquired into Stewart's dealing with the Continental Co., Mr. Rockefeller asked and was denied the resignation of Stewart.

Senator Nye yesterday declared that Stewart "defied the Senate, misled the Senate, lied to the Senate, and then proceeded to explain successfully his record to the satisfaction of a District of Columbia jury."

Referring to a recent statement by Stewart, the senator declared that in this Stewart had said that his share of profits from the Continental Trading Co. was "partly the source from which the steady stream of cash dividends has been paid to the stockholders of the Indiana company."

"It looks to me," interposed Senator Norris (Republican) of Nebraska, "that some of the stockholders want Stewart reelected because he gives them the benefit of his stealings."

"If Mr. Stewart's claim is correct," asked Senator Borah (Republican) Idaho, "then the stockholders benefited by that transaction, did they not?"

"Yes, that is true," Nye replied.

"Mr. Rockefeller is a stockholder of the company, is he not?" Borah continued.

"Yes, he is."

"Has there been any effort made by any stockholders to return this money derived through the Continental Trading Co.?"

Senator Nye said he was not aware of any such attempt.

Senator Norris read a letter he said he had received from one of the oil stockholders denouncing the mannner of Stewart in soliciting proxies and describing Rockefeller's method as "just and proper."

In his prepared address, Senator Nye declared that the Senate's investigations of the oil industry had saved the Government billions of dollars, and "ought to have created a determination in the circles of the oil people of the land to cleanse the industry of agents and officials who, by their methods, bring the entire industry into bad repute.

"Not often are business battles," he continued, "accorded such liberal publicity as is now being accorded the Rockefeller-Stewart tilt. Watching it from day to day, my conviction grows that if Mr. Stewart's press agents remain at their game long enough we will yet gain that desired complete story of the Continental Trading Co. and its affairs.

"In all the oppportunities afforded him by the Senate committee on public lands to tell this full story he has never volunteered a small part of the information he was willing to give to the press Friday.

"However, he is still insisting that, and here I quote him from his statement, he 'never had any connection with the Continental Trading Co.' Apparently his receiving $750,000 in Liberty bonds from the pool of profits of this company is not, in his mind, to be considered a 'connection.'"

Cash From Dividend Stream.

Continuing, Senator Nye declared that Col. Stewart in his press release had said he "never personally made a dollar out of the transaction." The senator said this, of course, meant the Continental Trading transaction which, he added, delivered into "his own hands this great total of Liberty bonds."

"But to me," the senator went on, "the most interesting feature of Col. Stewart's latest press release is the revelation of how his share of the millions of dollars in profits of the Continental Trading Co. transactions 'were partly the source from which the steady stream of cash dividends has been paid to the stockholders of the Indiana company every quarter during recent years.'"

Ohioans to Celebrate McKinley's Birthday

The Ohio Society will hold its nineteenth annual McKinley birthday celebration on Tuesday evening at the Washington Hotel, with Dr. James Shera Montgomery, chaplain of the House of Representatives, as the guest of honor and principal speaker. The meeting will be presided over by Senator Theodore E. Burton, president of the society. Miss Rosa Pollio will render a group of songs.

Following the address a buffet supper will be served, followed by dancing.

How Col. H. A. Mann Became Real Power in Hoover Camp



COL. HORACE A. MANN, now in Florida with Hoover, is credited with being the leader who developed idea which broke the solid South in the defeat of Smith.

Attorney Here Developed Idea Which Broke Solid South, Claim.

The position now being taken by Col. Horace A. ("Mystery") Mann, who is reported in dispatches from Miami Beach, Fla., to have set up adjacent to President-elect Herbert Hoover, as patronage dispenser for the South, is in itself a commentary on Herbert Hoover.

Mann, in being able to represent Hoover on anything, naturally is the envy of a good many Republican politicians who would like to be able to speak for the President-elect. The fact that Mann has come into some prominence from what was political obscurity last summer, is wormwood to a number of "original" Hoover-for-President Republicans. And the story is only hinted at, for if the opinion of Mann held in virtually every Southern State is even approximately correct, he will be, as far as the South is concerned, as important a person in the Hoover administration as any member of the Cabinet.

Who is Col. Horace A. Mann, and what is he?

Before tracing some of his earlier experiences it can be said that Col. Mann today is collecting dividends from an idea he sold to Herbert Hoover. He sold that idea in the face of horse laughs from several nationally nown Republican politicians, and sold it so conclusively that throughout the Presidential campaign he took orders from Herbert Hoover and nobody else. He reported to Hoover and when he had done that his activities were of nobody else's concern.

An Attorney of Tennessee.

Mann is a native of Tennessee, an attorney by profession. Although identified some years ago with politics in Tennessee, his interest for the most part remained academic until the last campaign. He is a Southerner, born and bred, and to a man those who came in contact with him during the last summer and fall say that he has a sympathy and understanding of the South, especially politically, which matches that of any man ever called into a political work affecting the whole section.

Washington has been the scene of Mann's operations for some time. He has a large practice before the Bureau of Internal Revenue—he specializes in tax cases. During the Harding administration he enjoyed the friendship of a number of Republicans of national prominence, and his work before the Internal Revenue Bureau has given him many contacts.

The explanation of Mann's approach to Hoover is a matter for conjecture, but there are stories in circulation which tie up so logically with recent events and developments as to give them a degree of credence.

Claudius Huston, one time assistant to Hoover in the Commerce Department, now of New York City, and Horace Mann are close friends. Both are from Tennessee. Shortly after the Kansas City convention another of Hoover's Commerce Department associates was placed in charge of the Southern division of the campaign. He was Walter Brown, formerly a political figure in Toledo, who was brought to Washington and made Assistant Secretary of Commerce.

Brown Changed Territory.

Brown made a "survey" trip over the South early in the summer but for some reason he did not fit in with the plans for the section. His activity was transferred to Ohio, where he is reported to have done effective work, and Horace A. Mann was called in.

Whether Claudius Huston had a part in it, or whether Mann himself had opportunities years ago to talk with Hoover about politics in the South, and gave such an account of his views as to leave a profound conviction of their efficacy is not known, or of particular interest.

Th fact that Hoover went outside the regular Republican organization and drafted Mann for the work constitutes the commentary the Tennessean's position offers on Hoover.

With many party men opposed to him, and not only opposed but fighting him in convention as bitterly as if he had been a campaign opponent, Hoover turned more than once to the outside for advice when the campaign got under way.

Mann's work, in the light of the impression Hoover since has given, merely bears out what observers recognized early; namely, the determination on Hoover's part to be the boss of his destiny and not leave the destiny to a national committee or a national chairman to unravel.

Crux of Mann's Idea.

Mann's idea, reduced to a direct statement of opinion which adequately and accurately represents him, was this: The South is against Smith. The South also is wrapped up in the bugaboo of supposed danger from negro political domination. However strong the Republican candidate may be, and however attractive to Southern people, and however antagonistic the people may be to the Democratic candidate, the section will vote Democratic under the pressure of Southern politicians waving the banner of negro prejudice.

The Republican party has not campaigned in the South in 60 years, and the Democrats, although disliking Smith, would vote for him if for no other reason than to express a deep resentment of indications that the Republicans thought they would capitalize their antipathy by exploiting their own organization. In other words, Mann reasoned, the thing would be a stand-off.

The "negro domination" scare was without foundation in fact, and the Southern leaders knew it.

But the threats and warnings advanced by the Democrats were effective not only because of traditional antagonisms, but because of the revelations of the Senate committee which investigated patronage conditions in the South.

Affected By Scandal Stories.

Stories of postmasterships sold by negro national committeemen, and of assessments levied on white women by negro Republican bosses were exploited in Democratic newspapers as evidence of what might be expected on a larger scale under "Republican rule of the South."

Why, then, Mann argued, should the Republican party waste money campaigning under its banner in alien territory when every time Republicanism was urged anti-Smith Democrats were alienated from whatever friendliness they had for Hoover, and forced back to the Democratic ranks in order that they might resist the charge of the "Republican North?"

Why not encourage these anti-Smith men, encourage them to come out in the open, and let them do all the work? Let the Republican party function in the South, Mann urged, but let that work be disassociated entirely from the organization as such.

Briefly and to the point, Mann's insistence was that if Hoover carried a single Southern State, the Democrats would carry it for him and not Republicans. Why not, therefore, let the Democrats wage the campaign, with such encouragement and assistance, morally and financially, as their leaders might wish?

Idea Simple and Logical.

Mann's idea was as simple, as logical and disarming as that. It was frowned on by Dr. Hubert Work, chairman of the Republican national committee, and to carry it into effect demanded a great concentration, a wide acquaintance among Southerners who were absolutely dependable, and more than anything else a thick-skinned, hard-boiled, yet extremely intelligent man to put it through.

Col. Mann is large of stature, of pleasant voice, and extremely direct of manner. His greatest personal fault is a temper that keeps him jumping, a temper he fights constantly to master. He is tactful, diplomatic, though not suave, but he is liable to attacks of intense anger, over so simple a misfortune as a poor hand at cards, or a taxi three minutes late. But he is a driving force in action and when he got sailing orders from Herbert Hoover he was "up an' at 'em."

Behind closed doors in an unpretentious office in the Munsey Building in Washington, Mann set about making contact with Republican and anti-Smith leaders alike. He had several traveling agents available and from time to time they went to Southern States to unravel Republican jealousies and interorganization fights.

Gave Out Little News.

Mann was available to Washington newspaper men, but he gave them cold comfort and little news. He is not unfriendly to newspaper men, being a member of the National Press Club, but his reticence was induced by the very nature of his activity.

Convinced that he must be disassociated from the Republican organization in order to make the widest possible appeal to the South, he studiously refrained from getting in the public eye. He disseminated literature, advised with countless State chairmen and subchairmen. He made hurried trips into the South and each phase of his activity was reported on to Hoover in person.

Mann had no traffic with Chairman Work. Naturally, he had to make promises here and there, and suggestions of promises; he had to express preference for men over other men and recognize contesting claimants for recognition. Money went where he gave the word—such money as was available—and the complexity of his work was such that howls came out of States where the Republican party had any sort of respectable organization

Conditions in Virginia.

In Virginia, for example, C. Bascom Slemp was soon to complain, and was so insistent that finally the State was not so much a concern to Mann. Throughout the campaign, however, anti-Smith leaders went to the bulky colonel, even Bishop James Cannon, jr., who is credited in Virginia far more than Bascom Slemp with the Republican result.

In Florida and Tennessee, and some counties of western North Carolina, Mann had to play ball with the Republican local organizations, so to speak, but as far as possible he gave his special attention to the Democrats and even in the "ticklish" States his chief interest was in mobilizing and finding opportunities for expression for the Democrats.

Mann distributed thousands of copies of Senator Furnifold Simmons' first anti-Smith speech days before it was generally known the North Carolinian would declare open war.

Mann was an advisor with the group that organized the National Constitutional Democratic party, which maintained headquarters in St. Louis under M. D. Lightfoot and served as a clearing house for propaganda, vote-getting suggestions, and what not.

The estimate of Mann and his work held by Southerners who struggled along with him, is that he had the psychology that enabled them to offer a united front. The anti-Smith organizations were able to separate themselves from Republican organizations in the same city and while both worked with Mann, and were dependent upon him to a large extent each was able to say that it was an independent activity.

Nothing would seem more natural then that Mann should have a voice in things political in the now soluble South. It can be said authoritatively that he has the confidence of a great many Southern leaders who see in him a man who understands their problems.

Political Office Not Expected.

When it is remembered that Hoover, in his statement on November 8 last, said that one of the gratifying results of the election was the break in the political solidarity of the South, and it is considered that it was to Mann that Hoover gave the reins, the colonel's prospects for active political life in the new administration are not as sour as some of the Republican politicians might wish.

And Mann has a number of ideas he has not set forth yet. Again, it can be authoritatively said that he will not have an official connection with the Hoover administration. As long as he enjoys a large practice before the Internal Revenue Bureau, his interest in politics will not be personal or financial. But the South thinks he will have a real opportunity to give expression to his ideas. Whether he has that opportunity or not remains to be seen.

LOAFING POLICEMEN REBUKED BY HESSE

Chief Tells Precinct Heads Violations of Rules by Men Must Cease.

READS SIMMONS' SPEECH

Police inspectors, captains and lieutenants yesterday gathered in the board room in the District Building and received a lecture from Maj. Edwin B. Hesse, superintendent of police, in the course of which the police chief demanded closer supervision of their men by the officers.

The meeting was called by Maj. Hesse ostensibly for the purpose of organizing the police to aid in the Community Chest drive, but he took to the meeting a copy of the record of the hearings on the District appropriations bill before the House subcommittee.

After the officers had heard a speech by Frank R. Jelleff on behalf of the Community Chest, in which captains had been named "key men" in the drive for funds, and Mr. Jelleff and his party had departed, Maj. Hesse took his text from the record of the hearings.

The meeting was held behind closed doors but Maj. Hesse said he had read to his officers just what Representative Simmons, chairman of the House District appropriations subcommittee, had to say about the Police Department. The major laid stress on the criticism that several policemen had been seen standing on street corners talking together in groups, while the department heads were asking Congress to provide more men because there were too few to do required work.

Maj. Hesse prefaced his remarks with a statement reminding his officers of the volume of adverse criticism which had been voiced against the department in the last several months.

"This criticism," Hesse said, "for the most part has not been justified criticism. The record of the last year is the best ever made by the department in the detection of crime and the apprehension of criminals."

Hesse told the captains and lieutenants that they must require their sergeants to get behind their men and "stay behind them constantly and without let-up to prevent loafing, loitering or any other violation of the police regulations or manual."

One-Way Sidewalk Bewilders Throng

Whalen's Experiment Results in Near Riots in Heart of Garment Zone.

Special to The Washington Post.

New York, Jan. 26.—The Empire City's initial experiment with one-way pedestrian traffic today was a howling affair, but leagues short of a howling success.

Inaugurated in the heart of the fur and garment trades district—on Seventh avenue between Thirty-sixth and Thirty-eighth streets—at noon, it all but terminated in a free-for-all fight. As it was, a series of near-riots developed, but the cohorts of Police Commissioner Whalen—20 patrolmen, 3 sergeants, a captain and an inspector—finally stemmed the human tide without bloodshed and brought a degree of victory what for half an hour or longer appeared to be a lost cause.

A hungry horde of hurrying workers stampeded the innovation at the outset. Thousands of them seemingly were unaware of the traffic authorities' one-way sidewalk decree and balked, volubly and forcibly, at using only the east side of the street to go north and the west side to walk southward. Many of them are pieceworkers and take but 15 to 30 minutes for lunch, and they rebelled against having, as many were required, to walk two blocks in one direction to cross the street and return two blocks on the other side to reach a lunchroom opposite their place of employment.

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One room and bath..$40 mo.
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Leeds Party Barely Makes Hawaii Liner

Group Boards the Steamer From Fast Launch After Dash Across Continent.

San Francisco, Calif., Jan. 26 (A.P.).—William B. Leeds, son of the late "tin plate king;" his wife, the former Princess Xenia, of Greece, and a party of thirteen caught the Matson Liner Malolo in midbay for Honolulu here today after a hurried trip across the country.

Because the train was held up for three hours by a wreck in Nevada, Leeds and his party took a launch at the Oakland side of the bay as the train halted, loaded its more than 100 pieces of baggage in and caught the Malolo as she backed from the pier. The passengers were forced to board the steamer through a freight loading door while both the ship and launch rolled in a heavy swell. The Malolo had delayed its sailing an hour for the Leeds party.

Included in the party was Mrs. Edward Condon, of New York, the former Princess Olga and a sister of Mrs. Leeds, jr.

Wife of Obregon's Slayer Gives Birth to Boy Baby

Mexico City, Jan. 26 (A.P.).—The wife of Jose de Leon Toral today gave birth to a son. The father, who assassinated President-elect Obregon last July, has an appeal now pending in the supreme court for an order to prevent the death sentence being carried out upon him.

Baptism of the infant is being arranged for an early date in conformity with the wish of Leon Toral of knowing that his child is baptized before he faces a firing squad.

Aids of Airplane Firm Marry Sisters in Sky

St. Louis, Jan. 26 (A.P.).—A double wedding took place today 2,000 feet in the air above the Lambert-St. Louis Field. The brides were sisters and the bridegrooms were employes of the Mahoney-Ryan Aircraft Corporation.

Miss Lydia Klaus was married to Nelson Amie, plant foreman and Miss Anita Klaus became the bride of Fred Magula, in charge of the metal department of the airplane plant. The ceremony was performed in a six-passenger brougham plane.

U. S. Drops Case Against Capone

Could Not Convict, Explanation for Orders From Washington to Chicago.

Chicago, Jan. 26 (A.P.).—Acting on authority from Washington, United States District Attorney George E. Q. Johnson, today obtained the dismissal by Federal Judge James H. Wilkerson, of the indictment against Al Capone, Chicago gangster, and 68 others on charges of conspiracy to violate the national prohibition law.

The indictment was returned more than two years ago, and named together with Capone, Mayor Joseph E. Klenka and former Chief of Police Theodore Svoboda, of Cicero.

Attorney Johnson explained the evidence was insufficient to obtain a conviction.

Havana is preparing for an international motor boat show some time in February.

HERE, where patients have been treated for 27 years, you will find a staff of men and women interested in giving you every consideration and comfort.

They work under the personal supervision of Dr. Freiot, whose long experience in the care and treatment of teeth is your guarantee for skillful dental treatment.



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Then there are suits for spring wear. New patterns; smart, light shades; weights that will be comfortable till really warm weather. Be forehanded and save money.

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$50 Suits $34 — $55 and $60 Suits $39

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All $45 Overcoats, Now $30
All $50 Coats, Now $33 — All $55 Coats, Now $37
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About 250 Special Overcoat Bargains

Reduced from $45 to $25

They're intended for young men and the larger boys who want ultra style. Mothers will like them—also the saving.

All are of imported woolens in light shades and striking patterns; heavy and medium weights; sizes from 33 to 40.

ARMY STUDIES PLAN OF FLYING SCHOOLS

Summerall Will Get Report Tomorrow on Proposal for Initial Civil Training.

ECONOMY CALLED FACTOR

The proposal that the War Department turn over the future preliminary training of all Army aviators to the organization of 25 flying schools planned by the Curtis Flying Service, Inc., of Garden City, Long Island, will be considered tomorrow by Maj. Gen. Charles P. Summerall, Chief of Staff, United States Army, it was learned last night.

The proposal was made three weeks ago to the Army Air Corps by Charles B. "Casey" Jones, president of the Curtiss Flying Service. It was referred to the General Staff for study. The General Staff report will be presented to Maj. Gen. Summerall tomorrow and probably will result in further study of the plan.

The Curtiss organization proposes to establish 25 "air colleges" throughout the United States and to undertake at these schools the preliminary training of Army flying cadets under supervision of Army pilots. Sponsors of the plan claim that the Army's training expenses would be reduced 50 per cent under the scheme.

Further Investigation Likely.

It is expected that Maj. Gen. Summerall will order appointment of a special board of officers for further study of the proposal and conferences with Curtiss representatives. The plan would require an act of Congress changing the present scheme of training.

Under the proposal, the Army would retain its present training centers at Brooks Field, Kelly Field and Randolph Field in Texas. The best prospective aviators would be chosen from classes at the civilian schools after two months of training there for continued primary and advanced training at the Army schools.

For this preliminary training the Army would pay the Curtiss schools a definite sum for each student accepted by the Army. This sum is estimated to be approximately one-half the amount it now costs the Army to train a flier for the first two months. The saving is due to Curtiss facilities for purchase of planes and replacement parts at manufacturers' prices and to railroad transportation expenses saved through Nation-wide location of the proposed schools.

"Washout" Would Be Ended.

In addition, the Army would eliminate the present "washout" of 60 per cent of the entrants at Army primary flying schools. As a result of elimination of the "washout," Army schools would operate to capacity and graduate approximately 90 per cent of entrants instead of 40 per cent as at present, and thus save money now wasted.

Neither the Curtiss Flying Service nor the War Department regards the proposal as productive of monopoly on Army training. The new plan would require Congressional approval and legislation proposed by the War Department would authorize the Army to contract with other firms for similar training, officers of the General Staff stated last night.

The plan is similar to the method of training military pilots now used by the Italian government. All primary training of Italian Army aviators is done in civilian schools for a definite sum of lira paid them by the Italian government. Selected students are then sent to the Italian military air college, or more often sent directly to active squadrons to complete their tactical training.

Lady Astor Seeks Her Fifth Election

Vivacious Virginian Getting Ready for Rigors of Another Political Campaign.

London, Jan. 26 (A.P.).—Still youthful and fired with electric energy, Lady Astor is getting ready for the rigors of another political campaign. She has decided to stand for reelection to Parliament next summer. It will be her fifth election campaign since she wrote a new page in England's history by taking her seat in Westminster almost ten years ago, the first woman to enter the house of commons.

How this vivacious Virginian keeps going full speed ahead through all the activities that make up her busy days and nights is the wonder of those who know her. In a sense, she leads a double life. Her political work would be enough to fatigue any one with only ordinary energy and ambition. For when parliament is in session she is at Westminster almost every afternoon and evening, often until the house rises at 1 o'clock or midnight.

But those who have seen Lady Astor in any or all of her three homes would almost think politics a diversion with her, so full and active is her other life with her husband and six children, and as a brilliant and active hostess.

Corsican Bandit Killed; Had Terrorized Region

Bastia, Corsica, Jan. 26 (A.P.).—Six times sentenced to death by default, Francois Marie Castelli, one of the worst surviving Corsian bandits, has been laid low at last. A bullet from the gun of an unidentified person ended his career at Chiatra, to the relief of the district he has terrorized for 18 years.

His criminal record began in 1907, when he was sentenced to 5 years imprisonment for homicide. On release he took to the bush and carried on a vendetta against the witnesses who appeared against him at his trial and their families, exterminating most of them.

Labor Secretary Halts Boom for Cabinet Post

Jacksonville, Fla., Jan. 26 (U.P.).—Secretary of Labor Davis today blocked a move of fellow members of the Loyal Order of Moose to have him indorsed by the 800,000 in the order for continued service in the Cabinet. Davis' comment was, "That is a matter for Mr. Hoover personally."

The Labor Secretary and Gov. Doyle E. Carlton will speak tomorrow at the dedication of a $150,000 group of buildings at Moose Haven, Orange Park, where a convention of the order is being held.

Lloyd George's Yacht Caught in Heavy Gale

Naples, Italy, Jan. 26 (A.P.).—The yacht Sabrina with David Lloyd George of Great Britain abroad, which left here yesterday for Taormina, Sicily, returned this morning for repairs. The yacht was reported in bad condition.

Members of the family of the former Prime Minister of Great Britain were also aboard the yacht.

The boat was caught last night in a storm which drove many coasting vessels and fishing boats off the Tyrrhenian Sea.

Young Army Sergeant Aspires To Join Artists' Profession



"Pen portraits" of Army men and Army life by Staff Sergt. Herndon R. Davis, U. S. A., are attracting attention wherever exhibited. The sketches reproduced above are of Maj. Gen. Charles P. Summerall (top left), Davis himself (top center), Gen. Pershing (top right), Maj. Gen. William D. Connor (left below), and Maj. Gen. B. Frank Cheatham.

Davis Is Already Famous for His Pen Portraits of Generals.

Realist, in His Treatment, Shined Shoes to Get Instruction.

Staff Sergt. Herndon R. Davis is a soldier, as his rank implies, but he is an artist, too. He works at art while soldiering, likes both, and hopes some day that he will be as famous portrayer of the Army and Army men as Remington was of the Golden West.

Davis is now in Washington on furlough while awaiting an expected assignment to the Quartermaster Corps here, and is kept busy doing odd jobs for the newspapers and furnishing nationally known magazines with his work.

He has blazed a new trail in the artistic firmament. He is the master and exponent of a new technique in pen and ink work, and so startling do his drawings resemble paintings that he is rapidly becoming famous. Art critics have acclaimed him as the apostle of "pen painting" and predict for him a vogue that will result in many imitators.

Despite the smile of fame and the bounties with which success is waiting to endow him, Davis is not yet ready to leave the Army. He loves the Army, has a weakness for Army lore and does not believe that any other calling would give him as much encouragement or as much time in developing his art.

This feeling would indicate that Davis has no exaggerated opinion of his ability, and that he is unspoiled by his present achievement. The index is true. He is pleased with what he has done but believes that his greatest work is yet to be done.

Davis has found his greatest encouragement from the high ranking officers of the Army. Many of them have sat for him. "Pen portraits" of others have been copied from photographs. Many of Davis' officers have been reproduced in magazines, principally in Forum, McClure's and Our Army, the official publication of that branch of the service.

That the officers who have sat for him or whose likenesses have been copied from photographs like his treatment of the subjects is evidenced by the many autographed "pen portraits" of the Army great which Davis treasures. Most of them bear the inscription, "To my friend, Sergt. Herndon R. Davis," and a signature which is more accustomed to being affixed to general orders than to a picture.

Brutally Frank With Pen.

These autographs, evidence of pleasure, do not mean that Davis flatters his subject. Instead he is almost brutally frank with his pen. He prefers to say that he is a realist in his treatment, and that probably is the best definition of the detail of his work.

Maj. Gen. Charles P. Summerall was the first general officer to encourage Davis. That was back in 1926 when the present chief of staff of the United States Army was commander of the Second Army Corps Area, with station at Governors Island, N. Y. Since then there have been many.

Maj. Gen. B. Frank Cheatham, quartermaster general of the Army, is the last general officer to sit for the sergeant, and in addition to two "pen portraits" already completed he is at work on one in oil. Davis is as talented with the brush and palet as he is with the pen, but it is with the latter that he exemplifies his original treatment.

Two "pen portraits" of Gen. Cheatham and a sketch of the S. S. St. Mihiel appear in the current issue of Our Army. All were drawn while the general, Davis and other soldiers were returning from assignment at Panama. Davis also brought back more than a hundred sketches of picturesque buildings, scenes and locales which attracted his attention while in the Zone.

Generals He Has Penned.

Other general officers whose portraits Davis has penned from life or photographs include Maj. Gen. Malin Craig, Maj. Gen. James H. McRae, retired; Brig. Gen. Benjamin D. Foulois, Brig. Gen. George S. Gibbs, Maj. Gen. Robert T. Bullard, retired; Brig. Gen. Edward L. King, commandant of Fort Leavenworth; Gen. Pershing and Gen. William D. Connor.

While his chief art interest is in portraying Army life lore and officers, Davis has devoted his talent to "pen-portraiting" other notables. A portrait of Lindbergh, which he executed for the service publications has been extensively printed and exhibited. He also has done Commander Richard E. Byrd and the late Luther Burbank for magazines, and recently completed two studies of Rear Admiral F. J. Drake, retired, who enjoys the distinction of being one of the few living officers who served on the Constitution, or Old Ironsides, as the famous man-of-war is best known.

What success Davis has achieved has been hard-earned. He has studied and he has worked.

Davis was born in Oklahoma in 1901, and at present is 27 years old, nearing 28. When quite a youngster he found that he enjoyed drawing, and at the age of 12 years he decided he was going to be a great artist. He realized that he had to study, but he was faced with the problem so often encountered in the lives of artist—lack of money.

Davis figured out several schemes for making money and finally settled on one. He became a bootblack, and with the money he earned he paid for his first art lessons. That was in Kansas City, and his teacher was a man named Patrick.

"He was a great art teacher," says Davis, "and I feel very grateful to him for the patience he exhibited in trying to instill in me the rudiments and the fine points of art."

Studies for Ministry.

Four years later Davis was studying for the ministry at William Jewell College, Liberty, Mo., and as before he was working his way along. He fired furnaces, washed dishes, waited on tables and did all kinds of odd jobs for the princely sum of fifteen cents an hour. Although he had not neglected his art, Davis found that he could not give much time to it while studying religion and working, too. So he left college.

That was in 1918, during the height of America's participation in the war. So, Davis joined the Army, and was assigned to Camp Funston. Later he was sent to Camp Meade. Being skilled with the pen and pencil, he was assigned to the War College as a topographic draftsman in 1921, and held that post until the following year, when his enlistment expired.

Davis then left the Army, but in 1926 he reenlisted at Washington for assignment as staff artist on Recruiting News, an Army publication. He was assigned to Governors Island, and remained there until detailed to Panama last summer.

In addition to his art training in Kansas City, Davis has studied at Corcoran Art Galleries here, the Yale School of Art and the Art Institute of Chicago. And he is extremely proud of the fact that in every instance he has paid for his training by his own work, from money made while studying or from funds which he saved during his Army service.

Exhibited in New York.

His "pen portrait" of Maj. Gen. Summerall's head was exhibited in 1927 at the Knoedler Galleries at New York, and first attracted the attention of critics to his work and his original technique. It was in connection with this exhibition that a critic said, "He is the first to do with a pen what others do or try to do with a brush."

Davis' mother, a widow, is living at Aurora, Col., a suburb of Denver.

Davis, himself, while temporarily residing in Washington awaiting assignment, lives at 1436 R street northwest.

Key Man in Keyes Case Is Convicted

Lasker's Guilt Strengthens Case Against Former Prosecutor, State Contends.

Los Angeles, Jan. 26 (A.P.).—A. L. Lasker, from whom Asa Keyes, former district attorney, is charged with accepting a bribe to secure dismissal of charges of making false entries in the books of the Lasker Finance Corporation, was today convicted in Superior Court on five counts of making such entries. This, District Attorney Buron Fitts said, strengthened the State's charge against Keyes, already on trial with two others on charges of conspiracy and bribery in connection with the trial of the defendants in the Julian Petroleum Corporation collapse.

It was alleged that Lasker manipulated book entries with the intention of defrauding the company of approximately $150,000. The jury today, after twenty hours deliberation, found him guilty on five counts of making false entries and acquitted him on one false entry and two grand theft charges.

Judge Emmett H. Wilson set next Wednesday as the day for sentencing Lasker.

Order of Indian Wars Has Banquet

Gen. Charles King Principal Speaker at the Annual Function.

The annual banquet of the Order of Indian Wars, composed of veterans of the Indian campaigns and their descendants, was held at the Army and Navy Club last night.

Brig. Gen. Charles King, retired, Delafield, Wis., soldier and author, was the principal speaker, talking on the Geronimo and Custer campaigns. Brig. Gen. Edward S. Gidfrey, Cookstown, N. J., former president of the Legion of Valor, also spoke.

Brig. Gen. Samuel W. Fountain, retired, who is president of the society, was unable to attend, and the meeting was called to order by Brig. Gen. James T. Kerr, retired, the vice president. Maj. George P. Ahern, retired, is recorder of the order.

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AVENUE DRAWINGS WILL BE EXHIBITED

Park and Planning Commission to Show Improvements at Architects' Meeting.

PLANS ARE CONSIDERED

Decisions to exhibit drawings depicting proposed improvements of the north side of Pennsylvania avenue between Fifteenth and Third streets, at the local convention of the American Institute of Architects in April was reached yesterday by the National Capital Park and Planning Commission. The commission for several days had been surveying possible development of this area to harmonize with Government buildings to be erected on the south side of the avenue.

Tentative plans considered yesterday were prepared by a committee of the Chicago Chapter of the American Institute of Architects. They show that many buildings in the section, such as the Willard and Washington Hotels, the Munsey Building and the National Theater Building can be incorporated in the scheme.

Plans for extension of the Pan-American Union annex in the area bounded by Eighteenth, Nineteenth and B streets and Virginia avenue northwest, received a check when the commission decided it did not favor closing of Virginia avenue from Eighteenth to Nineteenth street. The opposition of the commission was based on the importance of the avenue as a traffic artery and because of its potential development as a vista to the Washington Monument.

This decision followed discussion of gradual development of four elm treelined roadways through the Mall, with a central vista from the Capitol to the Potomac River.

Under plans of this project, as discussed by the commission, the two outer roadways will give approach to the Smithsonian Institution, the Freer Art Gallery and the Department of Agriculture on the south side of the Mall, and the new National Museum on the north side.

The other two roadways will be through the central part of the Mall. These, plans, if put into effect, will not result in any wholesale grading of tree destruction, and can be carried out so that each new building along the Mall can fit into it, the commission pointed out.

The commission recommended a building line for the area north of B street and west of the Ellipse in accord with that adopted by the new Federal building program in the triangle east of the Ellipse.

Fire Razes Plattsburgh School.

Plattsburgh, N. Y., Jan. 26 (A.P.).—The Plattsburgh State Normal School was destroyed today by a fire of undetermined origin. Prof. Lyndon R. Street, of the department of music, and a class of 30 students escaped without injury.

Foreigners Manifest Intense Interest In Hearings on Tariff Held at Capital

Numerous Representatives of Newspapers Keep Cables Busy.

Cuban Ambassador Voices Opposition to Higher Duties on Sugar.

Tennyson, writing about a brook, said: "Men may come and men may go, but I go on forever." The same line could have been written about tariff or tariff revision hearings, for though members of Congress come and go, the tariff we have with us always, and the hearings, once started, seem to be interminable.

Tariff to most people is just a plank in the platforms which candidates for President speak of with emphasis and reverence during the campaigns. Practically everyone is interested in tariff in some phase or the other, but do not realize it, or if they do refuse to worry about it.

At present the House ways and means committee is holding open hearings at the committee room of the House Office Building. These hearings are largely attended, and each day that the committee sits sees new faces in the arena. This is because the people who appear in behalf of one particular feature of tariff have their say, answer a few questions directed at them by the committee and depart.

The only two fairly stable groups at the hearings are the committee and the newspaper men, and both of these vary almost daily. Members of the committee find themselves tied up with other business, while the newspaper group ebbs and flows according to who is scheduled to appear and what is to be taken up.

Constant in Attendance.

Representatives of foreign newspapers, however, have been rather constant in attendance, have shown more interest than representatives of United States papers and have generally, day by day, outnumbered the natives in attendance.

The correspondents for the foreign newspapers have shown particular interest in the phases of the hearings relating to tobacco, sugar, sugar products, livestock and fruits. They have followed the discussion of these items minutely and it is safe to say that even with the high cable rates that the foreign papers have carried as much, if not more, news of the pro and con arguments on protective duties than most American dailies.

Not only are there about twenty men doing special work for the foreign newspapers on the tariff hearings, but the press associations are supplementing the stories for American consumption with special cable dispatches.

One of the correspondents representing a South American periodical explained this interest with the statement that America is the richest country in the world, therefore the best and most logical market, and that the nation he represents wants a competitive tariff—that is, one whereby low cost of production will not be entirely offset by excessively high duties.

And that is exactly what most of the Americans who attend the hearings and address the committee do not want. They want a protective tariff, one whereby the foreign competition will be so regulated against that it will be negative.

Not only is the interest manifest by the foreign newspapers an indication of the viewpoint of their nationals. There are other vanes.

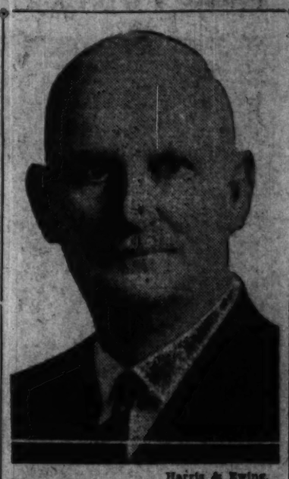
Ambassador Ferrara, of Cuba, appeared before the committee personally to defend the interest of Cuba, which he described as "principally the interests of the United States in Cuba." He pointed out that Americans have invested $800,000,000 in sugar in Cuba and that his country pays more customs duties to the United States than England, France and Germany combined.

Ferrara's argument was extensively quoted in the Cuban and South American press, and when read was probably greeted with many "vivas," particularly where he declared that Cuban sugar did not compete with American-raised sugar but suffered because of competition from sugar raised in Hawaii, Porto Rico and the Philippines.

Vincent Villamin, a Filipino lawyer, argued for the Philippines, emphasizing the interest in those faraway islands in the question of tariff. His voice was raised in protest to the proposal to place Philippine and Porto Rican sugar under duties.

Tobacco was another subject discussed in the tariff hearing that aroused the foreign interest. It also aroused considerable native interest, cigar manufacturers arguing for a decrease in duty while most American growers pleaded for protection.

The arguments centered chiefly around the future of the 5-cent cigar, manufacturers of cheap cigars stating



Harris & Ewing.

REPRESENTATIVE WILLIS HAWLEY, of Oregon, chairman of the House Ways and Means Committee.

Argentina Shows Interest In Increased Rates on Live Stock.

New Zealand, Spain, Italy, Canada, Australia and Russia Watch.

that the imported wrappers were superior to those grown in this country, Cuba, Porto Rico, the Philippines, Turkey and Java are the principal contributing sources of imported tobacco, and many thousands of cablegrams were devoted to descriptions of this feature of the hearing.

Argentina became interested in the United States tariff toward the close of last week during consideration of the agriculture scheduled, which includes live stock.

It was pointed out by representatives of American live stock interests that if the Department of Agriculture's embargo on South American cattle is lifted that 100,000,000 head of cattle on that continent will be in competition with the domestic product. They demanded a protective tariff.

The Eskimos and the nomads of the Siberian steppes were mentioned in regard to importations of venison and reindeer meat.

New Zealand was named as a menace to the wool growers of this country, and a higher tariff was urged.

Higher Corn Duty Opposed.

The Argentine also was brought up in discussion of a request for higher import duties on corn to keep the product of the South American country out of competition. Turkey imports from that country also were protested against.

Canada was mentioned as a menace to the wheat growers of the United States, and to the haddock fishermen.

Italy was interested in the request of California cherry growers, who seek a tariff high enough to prevent the imported fruit from regulating prices.

New Zealand and Australia were described as menacing the live stock industry, even if the Latin-American embargo remains.

Russia was involved as a competitor of the American turkey raiser.

Brazil was described as a growing competitor in the world citrus competition, while the Argentine and Mexico were discussed as competitors in the near future. Spain was said to be a country to reckon with, since that country produces 33,000,000 boxes of the fruits annually, running second only to this country. Cuba and Honduras also are involved in the citrus fruit competition, the committee was told.

Japan was mentioned as menacing the goldfish industry of this country.

And so it goes. Each day of the hearings finds some new interest to foreign countries in the record. And before it is over every country will be affected.

Representative Willis C. Hawley, of Oregon, is chairman of the committee before which the hearings are being held.



DRIVE IS APPROVED FOR AVIATION IN U. S.

Campaign to Make "America First In the Air" Has Fifteen Planks.

BINGHAM TELLS PLANS

A campaign platform for the year 1929, that is designed to "make America first in the air," has just been announced by the National Aeronautical Association through its president, Senator Hiram Bingham, of Connecticut, in its impressive entirety of fifteen planks. The program was drawn up with the cooperation of the association's advisory board, which includes some of the leading aviation authorities of the United States and has been approved by the board of governors of the organization. These are the problems the N. A. A. has bitten off and will endeavor to chew in the current twelvemonth:

(1) Adequate and thorough training for civilian pilots not only as a protection to the new pilot, but also to make him of potential value in the defense of the nation.

Want to Form Private Clubs.

(2) The energetic development of activities of organized reserve aviation in the Army and Navy, with liberal provision of airplanes for the reserves and of supplies for maintenance and operation.

(3) The formation of private flying clubs by the various chapters of the N. A. A.

(4) The continuation and perfection of an industrial war plan system whereby the various manufacturers of aircraft will be able on short notice to supply equipment for military or naval purposes in time of need.

(5) The enactment of uniform State aeronautical legislation which should include provisions making it mandatory for all pilots and aircraft engaged in commercial activities to carry Federal licenses.

(6) The maintenance by the Federal Government of an adequate network of meteorological stations, personnel and equipment, under a central organization, for the purpose of furnishing weather advices and information so that pilots may never lack adequate information as to weather conditions ahead along any of the commercial airways, and to insure for national needs in times of emergency.

(7) The enactment by the Congress of the United States of legislation which will correct the injustices wrought against the personnel of the Army Air Corps.

For Aircraft Competition.

(8) Participation in such aircraft competitions of an international character as will maintain this country's prestige in aeronautical affairs and at the same time enable it to profit from the technical knowledge such competitions produce.

(9) Urging upon every community in the United States the importance both nationally and locally of the establishment of adequate air navigation facilities, particularly landing fields and, wherever feasible, airports, in their vicinity.

(10) The development of rigid airships for the purposes of transoceanic and intercontinental travel as well as for naval purposes.

(11) The encouragement of American aircraft markets in foreign countries.

(12) The prompt construction for the United States Navy of additional aircraft carriers to the number of at least three in the next two years, with the object of fully developing the technical and tactical possibilities of that type of naval vessel.

Continued Expansion of Mail Service.

(13) The completion of the five-year aircraft programs for the Army and Navy as scheduled by Congress with such amplification from time to time as may be required to meet the needs of the national defense.

(14) The continued expansion of the air mail system and its use, and, further, the development of commercial air lines to the countries of Central and South America.

(15) A model airport for the Nation's Capital at Gravelly Point.

Members of the advisory board who cooperated with the President in drawing up the program were F. Trubee Davison, Assistant Secretary of War for Aviation; Edward P. Warner, Assistant Secretary of the Navy for Aeronautics; W. Irving Glover, Second Assistant Postmaster General in charge of Air Mail; Rear Admiral William A. Moffett, chief of the Bureau of Aeronautics; Maj. Gen. James E. Fechet, chief of the Army Air Corps; Dr. Joseph S. Ames, chairman of the national advisory committee for aeronautics; Dr. Charles F. Marvin, chief of the United States Weather Bureau, and Miss Amelia Earhart, first woman to make a flight across the Atlantic Ocean.

Mrs. N. I. Brokaw Granted Divorce

Wife of New York Broker Also Allowed Settlement of Nearly $2,000,000.

Carson, Nev., Jan. 26 (A.P.).—Mrs. Nannie Inman Brokaw today was granted a divorce from Clifford V. Brokaw, wealthy New York broker and real estate man.

Mrs. Brokaw, who previously had contested the divorce action of her husband, changed her position and asked for the decree. Under a stipulation both parties waived rights of appeal.

The property settlement made between the couple provides that Mrs. Brokaw shall receive $1,200,00 in cash and the Long Island home of the Brokaws. A $500,000 trust fund is established in favor of Mrs. Brokaw, and on her death it is to revert to the son, Clifford, jr. The income on an additional trust fund of $1,000,000 goes half to the son and half to the father. On the father's death the son gets the total.

BOY RUNS INTO AUTO; SERIOUSLY INJURED

CONTINUED FROM PAGE 1.

car or to bring it to a stop before hitting him. There was a thud against the door of her car and the little boy rolled over in the street.

Picking up the child, Miss Lano took him to the hospital, together with several eyewitnesses to the accident. After he had been bandaged and wheeled to one of the receiving rooms, Miss Lano continued at his side.

Mrs. Cockrill visited the hospital shortly after the accident but physicians would not let her see her son, as they did not wish him disturbed. The physicians were unable to determine the full extent of his injuries.

Chaplain Doherty Buried at Arlington

Funeral services for the late Chaplain Francis B. Doherty, U. S. A., retired, who died at Palermo, Italy, December 22, were held in Arlington National Cemetery yesterday, Chaplain Walter J. Donoghue officiating.

AERO LEADER



SENATOR HIRAM BINGHAM, of Connecticut, president of the National Aeronautical Association, who announces the organization's program to make America first in the air.

CARRICO'S LENGAYNE HORSE SHOW'S STAR

Takes Three Big Events, One Being Corinthian, Headline Attraction of Exhibit.

MARILYN HIMES, 7, VICTOR

Additional laurels were annexed by Charles Carrico, Washington horseman, last night at the January show of the Riding and Hunt Club, which was attended by a record crowd of enthusiasts of the District and vicinity. District Commissioners and other officials were guests of the club.

Mr. Carrico was all smiles in four of the eight events of the evening, and he had every reason to be. In three of the competitions he rode his beautiful "Lengayne" to victory, one of which was the headline attraction, the Corinthian. In the fourth event he rode G. Bryan Pitts' "Indian Guide" and won a prize and blue ribbon.

Mr. Carrico's success in the Corinthian marked his second triumph in that event with "Lengayne." A beautiful silver pitcher will be his permanent property if he is successful in the same event next month. The pitcher was presented to him last night by Mrs. Sidney Talliferro, wife of the District Commissioner.

Grantham Takes Second.

William Connelly's "Granthan" was second in the Corinthian. The rider was Miss Elizabeth Martin, who again demonstrated her ability. Third honors went to Richard Adamson, astride his "Tiptop."

A spill in which both rider and horse escaped injury marked the triple bar jumping event. Ray Norton's "High High," slipped while making a sharp turn on the last jump. Robert Roby, the rider, fell clear of the horse. Both took to their feet, and the hurdle was swept successfully. This event was won by Roy Shook riding "Crescent." Richard Adamson, on "Tiptop," was second and Quinton Corner, astride "Nannette" was third.

In the opening contest of the evening, for best jumper, owned and ridden by a resident of the District, Mr. Carrico and his "Lengayne" excelled. A. H. Ryan on "Shamrock" was second and Miss Margo Couzens, another expert horsewoman, was third on her "Dixie Child."

In the open saddle event, E. S. Newman's My Dear was successful. Roland Dawson had the mount. Miss Grace Raezer, riding Apache, was second and Eugene Meyer's Alice was third.

In the "touch and out or refusal" jumping event, Mr. Carrico scored with Indian Guide. Miss Martin was second with Grantham and Bernard Cox was third with Pa Hale.

Best in Pair Saddle Class.

Roland Dawson, riding Ramsey, and Elizabeth Jackson, on My Dear, were declared the best in the pair saddle class. William Carter on Bugler and Miss Martin on Prince got second honors. The yellow ribbon was won by Miss Grace Raezer on Apache, and by Thomas Cook on Connie.

In the ladies' hunters class, Shamrock, ridden by A. H. Ryan, won the blue ribbon. Emory Gallihers Copper Queen received the red ribbon, and Miss Couzens' Dixie Child got the yellow ribbon.

The closing event was for thoroughbred hunters, the performance being four jumps at 4 feet, and the rating based equally on conformation and performance. Mr. Carrico and Lengayne decided to climax the evening with another blue ribbon and prize. Melvin C. Hazen, with his Wonder Girl, was second, and Roy Norton's High Hat was third.

Miss Couzens won a silver cup with her Dixie Child in the hunter class for best jumpers at the morning show.

Marilyn Himes, 7-year-old daughter of Mr. and Mrs. Joseph H. Himes, was adjudged the best rider under 10 years of age. She rode her spirited pinto pony to two victories.

Name Is Revealed Of Mystery Woman

"Jacqueline Smith" Tells Court She Is Mrs. Davidson, of California.

Mystery cloaking the identity of "Jacqueline Smith" since her arrest three weeks ago was cleared yesterday in Police Court. The 23-year-old woman admitted to Judge John P. McMahon that she was Mrs. Alerta Davidson, of Riverside, Calif.

Detectives of the headquarters automobile squad took her in custody on a vagrancy charge three weeks ago when they found her in company with a man. Brought before Judge McMahon in Police Court, the detectives and policewomen admitted that their testimony to the effect that the young woman had no means of livelihood was based on hearsay, and that they were not certain whether "Jacqueline Smith" was her true name.

Judge McMahon ordered the young woman back to the House of Detention and instructed police to determine her identity. During her three weeks' sojourn with the policewomen, the woman gave information, which led authorities to communicate with California officials. They learned, they say, that Mrs. Davidson had been missing for some time from her home, that she was estranged from her husband, is the mother of several children and came from a well-to-do family. Judge McMahon continued her case until Tuesday and instructed the probation authorities to communicate with her relatives with a view to sending her home.

PASTOR SAYS AIMEE PAID FOR LECTURES

Judge Received $2,500 for Talks and Church Advice, He Testifies.

SHE WANTS TO LEAVE

Los Angeles, Jan. 26 (A.P.).—An investigating committee of the State legislature learned today that a $2,500 check given Judge Carlos S. Hardy by Aimee Semple McPherson was for "lectures, radio talks" and advice offered in a church dispute.

The testimony came from a nervous little pastor who kept the books of Angelus Temple. The witness, the Rev. J. W. Arthur, while denying the money was given for legal advice, admitted that it was drawn from the legal and defense fund of the evangelist.

Questioned about the word "legal" penned upon the check, the pastor-bookkeeper replied it was there because that "was the best way I could think of to designate the expenditure." It was before a crowd that far exceeded the limited seating capacity of the committee's special chambers in a downtown office building that the first move in the investigation thus was made today.

As the committee, charged by the legislature to "disclose facts that will either vindicate Judge Hardy or give grounds for impeachment proceedings," adjourned until Monday it curtly told Mrs. McPherson that her proposed tour of Canada must be delayed.

The evangelist, appearing but a few moments before adjournment, was questioned only momentarily. Mrs. McPherson informed the committee that she had planned to leave Los Angeles Monday for Canada. The committee answered by saying, "Be in these rooms at 9:20 o'clock Monday morning."

With Mrs. McPherson, the session brought Judge Hardy to the chambers. He told reporters he had nothing to say about what testimony he might make, but said that he would testify willingly.

Dancer's Romance With Goelet Ends

Louise Groody Starts for Palm Beach With Heart Heavy.

Special to The Washington Post.

New York, Jan. 26.—Once more is the heart of Louise Groody desolated. As she finished her packing today for a pilgrimage to Palm Beach, the petite stage star announced that her engagement to Ogden Goelet had been broken.

It seems there was a conference on the subject recently between Ogden's multimillionaire father, Robert W. Goelet, and Louise at the Westchester-Biltmore Country Club, but the dancer would not discuss that.

"It is true," she said, however, "that Ogden and I are no longer engaged. We were much in love—once. We were even contemplating matrimony. Today—well, we are just friends."

Young Goelet got his first peep of Miss Groody when she was playing in "Hit the Deck" in Boston last spring. He quit Harvard in his freshman year shortly afterward and was soon sent on a trip around the world to forget romance. And today in Los Angeles he said, "Tush, tush; that is a lot of baloney about me marrying Miss Groody."

BAR'S CHIEF URGES LAW MODERINZATION

G. E. Newlin, American Association President, Speaks at Dinner of Organization.

O'DONOGHUE ALSO TALKS

Gurney E. Newlin, president of the American Bar Association, last night advocated modernization of the laws of the country, at the District of Columbia Bar Association's annual banquet in honor of the president of the American Bar Association.

Surrounded by a large number of justices and judges Newlin declared that the laws should be amended to conform to the changing conditions of the country.

Daniel W. O'Donoghue, the principal speaker of the evening and a member of the local bar association, also stressed the necessity of reforming the laws to meet the complexities of modern industrial life.

The practice of law and the procedure in courts should be simplified, he said, adding that lawyers should serve the public so justice is done, rather than the mere administration of the law is carried out.

Commissioner Proctor L. Dougherty welcomed Newlin. Maj. Julius I. Peyser, president of the local bar association, presided.

Among the guests of honor were Attorney General John G. Sargent, Commissioner William Ladue, Justice Charles Robb, Justice Josiah A. Van Orsdel, Chief Justice Walter I. McCoy, Justice Peyton Gordon, Justice Wendall P. Stafford, Justice Jennings Bailey, Chief Justice Fenton W. Booth, Judge William R. Green, Judge McKenzie Moss, Judge Nicholas Sinnott, Mrs. Mabel Walker Willebrandt, Assistant Attorney General; Charles D. Lawrence, Assistant Attorney General; Senator Charles S. Deneen, of Illinois; Assistant Secretary of Commerce William P. McCracken, and Representative Henry St. George Tucker, formerly president of the American Bar Association.

Jesse Adkins was chairman of dinner arrangements.

Dr. Rongetti Wins Liberty Under Bail

Freed After Year in Jail Pending Appeal in Girl Homicide Case.

Chicago, Jan. 26 (A.P.).—Dr. Amante Rongetti, twice convicted of performing a criminal operation, was freed on a $25,000 bond today pending an appeal to the State Supreme Court. He had been in jail for more than a year.

Dr. Rongetti was found guilty of manslaughter two weeks ago and sentenced to one to fourteen years in the penitentiary. He was found guilty of murder at his first trial and sentenced to death, but the supreme court remanded the case to the lower court for a new trial.

The doctor was brought to trial following the death of Miss Loretta Enders, operated on by the defendant. He was accused of having performed the illegal operation.

His appeal to the supreme court is on the grounds that he was brought to trial on a murder charge, and the fact that he was found guilty of manslaughter is in effect an acquittal, for he should either have been found guilty or not guilty of murder.

Americans Escape As Two Are Killed

Banker and Daughter Safe in Fatal Plane Crash on Corfu Coast.

Athens, Jan. 26 (A.P.).—Charles Holder, an American banker of Paris and his daughter escaped injury when an Italian hydroairplane of the Praeus-Brindisi service hit rocks on the northwest coast of Corfu before dawn today. Two other persons on the plane were killed and two were injured, the second pilot and the telegraph operator being the victims.

Mr. Holder and daughter were at a hotel in Corfu tonight, and they expected to embark on a steamer for Brindisi tomorrow. He had been advised by friends not to take the air trip, but had insisted upon going.

The accident was ascribed to a dense fog, which led the pilot to descend. He was unable to pick out a suitable landing place and the machine hit the rocks instead of open water. The accident occurred near the famous monastery of Palaiokastritsa.

B'nai B'rith Convention Will Meet in Atlanta

The convention of District Grand Lodge, No. 5, of the Independent Order B'nai B'rith, will be held in Atlanta, Ga., beginning today and continuing through Tuesday. The sessions will be presided over by Joseph A. Wilner, of this city, president of the District Grand Lodge.

Among the delegates from Washington, in which Argo Lodge is a constituent, are Mr. and Mrs. Joseph Wilner, Mr. and Mrs. Edward Rosenblum, Mr. and Mrs. S. A. Himmelfard, Mr. Julius Reis and Mr. David Wiener. The sessions are being held in the Atlanta-Biltmore Hotel.

Ticket Perforation Figures in Murder

Conductor Identifies Defendant as Being Passenger on His Train.

Chicago, Jan. 26 (A.P.).—The peculiar hole left in a commutation ticket by a conductor's punch became a factor today in the investigation of the Laura Buchholz slaying.

Police had arrested Leonard Mitchell, a negro and said several circumstances led them to believe he may have the knowledge of how the 26-year-old girl was clubbed to death near her home in Blue Island, Wednesday night. L. Postweiler, conductor on the train which carried Miss Buchholz from Chicago to Blue Island the night she was slain, identified Mitchell as having been a passenger.

"He's got a ticket in his pocket," the conductor said. "Let me see it." The ticket was produced. "That's my punch," the conductor said, explaining that each conductor makes a distinguishing mark. Police said parts of Mitchell's account of his whereabouts the past several days were contradictory.

Summerall to Address Defense Parley Envoys

Maj. Gen. Charles P. Summerall, Chief of Staff, United States Army, will address delegates to the Women's Patriotic Conference on National Defense at a dinner given in their honor by the District Chapter of American War Mothers at the Hamilton Hotel tomorrow evening at 7 o'clock.

Mrs. Thomas Spence, national president of the American War Mothers, will be hostess to members of the District Chapter at a tea at the Hamilton Hotel Tuesday evening from 4 to 6 o'clock.

F St. at 7th **The Hecht Co. Basement Store** Main 5100



The Artist has sketched only 47 of the 101 styles which we are offering at the extremely low price of $6!

What! A New Spring Frock for Only $6

"I'll have to look into this," said the advertising writer.

I was curious and thought it best to look into the situation. So I went . . . I saw . . . and was captivated! For instance . . . a little flannel one-piece model . . . just the thing for the next mild day . . . a frock that depended solely on its wonderful tailoring for charm . . . then I noticed a blue flat crepe in a new heavenly shade with vestee and jabot of sunburn . . . I just knew how charming it would be with sunburn accessories. A red frock ("totem pole") with a demure waist line (higher than usual), the bodice, fastened with metal buttons and a pleated, graceful skirt, caught my eye . . . then a coral crepe with a tiered skirt sporting a shaded pink rose on the left shoulder; distracted me. In fact, I have never seen prettier dresses at so low a price . . . every one well made and each one distinctive in that it had some new style feature . . . for every type and size.

Featuring the new sun tan shades . . . the bright high colors (red, blue, green and orange) and the ever popular black.

Black Broadcloth
COATS
—with black Manchurian Wolf shawl collars and cuffs.
$14
Made to sell for $20, $25 and $30!
Many a one-of-a-kind samples, some of higher price fur fabrics, many with crepe back satin lining! Sizes for misses and women.



Straw and Felt Combine in
Spring Hats
$1.39
These take on an air of Spring by the use of pedaline straw in brims or trimming. Snug fitting modes in black and the new high shades. All head sizes.



Modernistic Effects in the
New Sweaters
$2.97
Light weight zephyr, jersey, rayon and wool or fancy mixtures. Slip-on styles with vee or crew necklines . . . some coat sweaters of brushed wool. Sizes 34 to 46.



$3.97 to $5.97 Shoes
$2.69 Pr.
Footwear radically, sensationally reduced! All models, straps, ties, pumps, etc. — all heel heights — and all shoe materials and leathers!



F St. at 7th **THE HECHT CO. BASEMENT STORE** F St. at 7th

CHICAGO POP DEALER HARASSED 3 YEARS

Leaders of Soda and Mineral Waters Drivers Union Held Under Bail.

POLICE ARE CENSURED

Special to The Washington Post.

Chicago, Jan. 26.—The troubles that Sam Rabowsky had with the "soda and mineral water drivers union" may have sounded a little funny at the beginning, but as Sam, with his worried face looking up to Judge Trude in the new racket court, spilled the tale, his little story began to take shape as the typical story of the small business man harassed by a couple of flashy "organizers."

In the end Judge Trude held Jerry Donovan, secretary, and Mike Winnick, agent, of the union, to the grand jury on a conspiracy charge under $5,000 bail.

The hearing was the most dramatic note so far in the city's war on racketeers. William Goldstein, lawyer for the racketeers, was so loud and obstreperous in his interruptions that he almost got into a fist fight with Harold Keol, prosecuting attorney.

Joins Union for $100.

"In 1923," Rabowsky said, "I was in the pop business. I was making pop, Alaska beverages, and I drove the truck myself selling the pop. Then one day came Mickey Winnick around the shop with a bunch of fellows and they began to make trouble and tell me I should join the union. I called the cops and the cops put us both under police bond for $50. A couple of days after that, he comes again with his bunch, about 25 fellows with guns, and they take me in his car to his office. Then I had to make them a check for more than $100. Then I joined the union.

"In 1926 I got a letter saying I should come to the office on Ashland avenue. I came in a room and there was Jerry Donovan, and he said to me: 'You belong to the union, how about joining the association.' I said I can't belong to both and pay dues. I belong to the union; I don't have to join the association. Then they fined me $50 for talking like that. Then the trouble started up.

"One day, that was in 1926, I saw Mickey Winnick and his gang coming after me and I ran into Maxwell Street Court and I said to the officer, 'They're after me,' and he said, 'I can't do nothing until they kill you.' So I said, 'If they kill me it'll be too late.' And he said, 'If they kill you come and tell me.'

Tells of Assault.

"Fifteen minutes after I went out of the court I made a stop on Roosevelt road, and when I came out there was Mickey Winnick's car. They beat me up. You can still see this broken finger; I can't move it today," he wiggled a stiff middle finger before the judge. "And they broke up my truck. I got the garage bill."

Finally he managed to get Mike Winnick and Jerry Donovan arrested. Judge Frank Sullivan in Maxwell Street Court dismissed them. That was in 1926, and they said to me, if I had them arrested again they would send me up for nine months."

Vainly, Rabowsky said, he struggled to get police protection. "Finally I got out of the business. Then, in 1928, I started up again delivering pop. One day, Mickey Winnick drove up to me and says, 'So you started up again. Come to the office.' In the office they told me I owed $36 dues and $200 for that case before Judge Sullivan, and I allouid bring it by 11 o'clock next morning or I would be lying on the street or in the cemetery."

James Mulvihill, a wholesale dealer in pop, testified that Winnick had called him up and ordered him to stop selling goods to Rabowsky. "If you sell him any more goods I won't allow your rigs to go out," he said Mike Winnick told him.

Girl Student Wed To H. H. Rogers, Jr.

Scion of Multimillionaire Met Bride While Working as Mechanic.

Cleveland, Ohio, Jan. 26 (A.P.).—Henry Huddleston Rogers, jr., youngest member of the family of Col. Henry H. Rogers, oil multimillionaire, and Miss Virginia Lincoln, daughter of Dr. William R. Lincoln, wealthy Cleveland physician, were married here late today at the First Unitarian Church.

Included among the guests were: Mrs. H. H. Rogers, sr.; Millicent Rogers Ramos, sister of the younger Rogers and the former Countess Salm, and her husband, Arturo Ramos, besides other society leaders.

Rogers, a graduate of Oxford University, met his bride while working as a mechanic in an electric plant here. Miss Lincoln was a student and collector with the Gage Galleries.

Reforms in Army Demanded by Booth

General Reported Ready to Withdraw Right to Name Successor.

Southwold, England, Jan. 26 (U.P.).—The possibility of peace in the ranks of high command in the Salvation Army was believed closer tonight in view of a report that Gen. W. Bramwell Booth had written a second communication to the high council of the army, offering to withdraw his succession rights if the council would follow through on certain reforms.

The council, meeting at Sunbury-on-Thames, sought to remove Gen. Booth from office as commander in chief on the grounds of physical incapacity. But the action has been held up by a court injunction applied for by Gen. Booth.

The general's letter was said to have conceded to the council the right to name his successor if he should die while the body was in session. He also said he was willing that the council should name his successor, no matter when he might die, but in return he asked the performance of stipulated reforms.

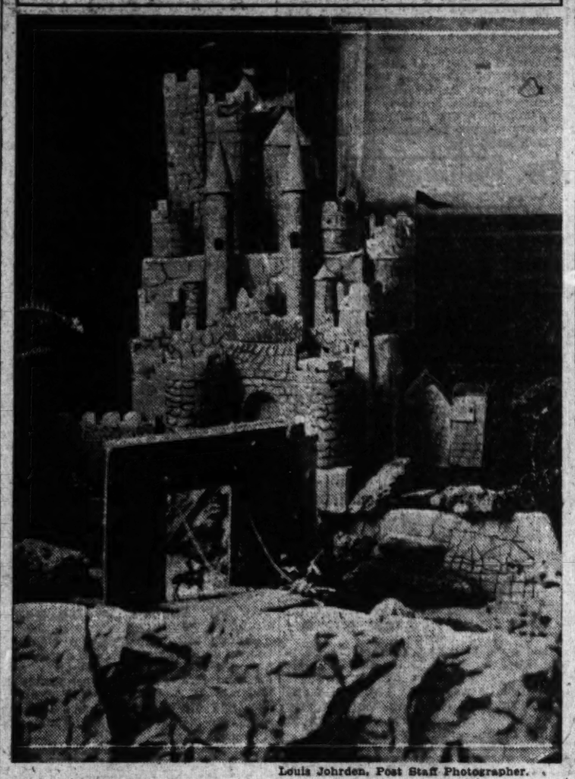
Hartly Wins New Jersey Congressional Contest

Special to The Washington Post.

Newark, N. J., Jan. 26.—Declared victor in the race for Congress from the Eighth Congressional District in a recount just completed, Fred A. Hartley (Republican), of Kearney, today was congratulated by his opponent, Representative Paul J. Moore, Democrat. Moore called it "the fortunes of politics."

The original canvass of votes showed Moore had won by a majority of 546 votes. The recount gave Hartley a lead of 999.

CASTLE BUILT BY SCHOOL CHILDREN



Louis Johrden, Post Staff Photographer.

This medieval castle was built by fourth grade pupils of the Blair School under direction of their teacher, Miss N. C. Lavins, during a study of ancient knights. The construction is entirely of cardboard boxes, oatmeal, oyster cracker and laundry boxes. The work has been praised by public school art teachers as being the best work of its kind ever made by fourth grade pupils.

22 Illinois Legislators On Sanitary Area's Pay Roll

Work as Investigators at Monthly Salaries of From $175 to $400 to Be Delved Into at Session Tomorrow.

Chicago, Jan. 16 (A.P.).—Subpoenas were issued today for 22 members of the Illinois general assembly whose names were found on the payrolls of the Chicago sanitary district.

Their appearance was required for questioning concerning the manner of work they did as "investigators," "attorneys" and "laborers" for the district at monthly salaries ranging from $175 to $400.

Detectives and investigators for the special grand jury which is looking into the affairs of the District were sent out to serve the notices on the law makers, all of whom live in Cook County.

Frank J. Loesch, first assistant state's attorney and guiding genius of the grand jury, said other legislators, many from downstate, will be summoned later. The Cook county members are to appear Monday.

The names were obtained from a card index turned over to the grand jury by T. J. Crowe, former president of the sanitary district. It was estimated the names of about 1,600 of the district payrollers were missing, however, for the section of the file from S. to Z. was not turned over.

Among the sponsors for the thousands of listed employes were such names as former Gov. Len Small, Michael L. Igoe, Anton J. Cermak and Oscar De Priest, negro congressman-elect from Chicago.

Woman Catches Shark, 10 Feet Long, on Line

Nassau, Bahama Islands, Jan. 26 (A.P.).—Mrs. Oliver B. James, of New York, today caught a 10-foot shark weighing 400 pounds near Salt Cay.

Her line was a wired manila cable.

WOOD-HOLT BONDS KEEP MEN IN JAIL

Counsel for Bank Robbery Defendants Seeks Reduction of $50,000 Bail.

WOULD COST $500 DAILY

Detroit, Jan. 16 (A.P.).—Refusal of St. Joseph County authorities to agree to a reduction in the bail bonds of Ralph A. Wood and Cecil T. Holt, held at Centerville on warrants charging them with robbing the Sturgis, Mich., National Bank, brought from Wood's counsel today an intimation that he may appeal to the State Supreme Court.

Despite the development of what appear to be perfect alibis, placing Wood and Holt in Detroit at the time of the bank holdup, James Sloan, assistant prosecutor of St. Joseph County, refused today to recommend a reduction in the bond of $50,000 each fixed yesterday for the two men. Wood and Holt were arrested early yesterday on information given by Wood's estranged wife, Mrs. Grace M. Wood. The latter is herself under $50,000 bond on a charge of plotting to kill Wood.

Arnold Zeleznik, attorney for Wood, after a day spent in seeking to bring about a reduction in the bond, returned to Detroit from Centerville to consider the advisability of attempting to raise the full amount demanded. En route back he sought to get Circuit Judge Clayton Johnson, at Coldwater, to intervene and order a hearing on the amount of the bond.

Unsuccessful, he explained that the $50,000 bond required would cost Wood and Holt each approximately $500 a day, or $5,000 for the ten days between now and February 5, the date set for the preliminary examination of the two men. If satisfactory arrangements for the bond can not be made, he intimated he might seek a State Supreme Court order to review the petition for a reduction in the amount.

While Zeleznik's efforts to obtain the freedom of the two men were being opposed by authorities at Centerville, documents were being produced here intended to show that Wood had made purchases in Detroit stores at the time of the bank holdup and that Holt was at his desk in a local automobile plant office. Canceled checks were offered in Wood's behalf, while a time clock card to show Holt at work at the same time was brought out. A careful check is being made on these documents, as well as upon statements of certain persons claiming to have seen the men here. Although Miss Helen Crane, bookkeeper in the Sturgis bank, and Joseph W. Parrish, a patron, reiterated their identification of Wood and Holt as participants in the holdup, no additional witnesses had been asked to view the two men today. Wood, who has but one arm, was described by Parrish as the man who stood guard at the bank door, and Holt by Miss Crane as the man who leaped over the screen into the cashier's cage and scooped up $15,000 in cash and $50,000 in securities.

Assistant Prosecutor Sloan, at Centerville, said today that he was not impressed by the alibis advanced for Wood and Holt. He would neither affirm nor deny that a warrant had been issued for a Chicago underworld character, who, like Wood, has but one arm.

Empress' Father Critically Ill.

Tokyo, Jan. 26 (A.P.).—The condition of Prince Kuni, father of Empress Nagako, who is critically ill, appeared to have grown more serious today. A bulletin issued by his physicians said that his heart and respiration were affected, and that he was unable to take nourishment.



WHEN you feel that cold coming on—head it off with Bayer Aspirin. Almost everybody knows how these tablets break-up colds—but why not *prevent* them? Take a tablet or two at the very first sign of a cold and spare yourself a lot of inconvenience and suffering. Do the same when a headache threatens, or when you feel the least twinge of neuralgia, neuritis, rheumatism or similar pain. Bayer Aspirin is sure relief, as many have discovered. It is quite harmless, as physicians have long declared. It does not affect the heart, so you may take Bayer Aspirin freely. Use as a gargle for sore throat, to remove the infection. You can get the genuine at any drugstore. *Bayer* Aspirin. Bayer on every package and on each tablet.

BAYER ASPIRIN

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Mammy Lou Old Time

Peanut Brittle



35c *Lb. Box*

Crisp, fresh brittle made of pure country molasses and simply "chock full" of tempting, tasty Virginia peanuts that have been carefully selected and roasted just enough to make them delicious. Prepared and packed under strictly sanitary conditions. The whole family is sure to enjoy this old-time confection.

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Pkg. of 20 **2 for 25c**

Carton of 200 **$1.19**

Barking Dog, Chesterfield, Camel, Lucky Strike, Old Gold, Old Mill, Old North States, Piedmont, Sweet Caporal, Three Kings, Yorktown.

Opportune Savings Here for Monday

Those Who Wish to Save Will Find Drug Store Needs Priced Much Lower at "Peoples"

Klienert's Baby Pants



Peoples Price, **43c**

These baby pants are made of splendid quality pure gum rubber, natural color. They may be put on or taken off in a jiffy. Have strong elastic leg and waist bands. The ventilated feature makes them very comfortable.

4-Piece Electric Hair Dressing Set



Peoples Price, **$1.49**

An unusually low price for this complete hair dressing set. It consists of four separate and distinct appliances and the cost for all is not necessarily more than you would expect to pay for one. Curling iron, marcel iron, waver rod and drying comb neatly arranged in an attractive box. Dress your hair at home—and save time and money.

Bristle-Tite Hair Brushes



49c to $3.98

The bristles used in the construction of Bristle-Tite Hair Brushes have been carefully selected and firmly mounted in strong handsome wooden backs. There is a wide variety of styles from which to choose. Brush your hair daily to keep it clean, healthy and glossy.

"Cannon" Brand

Turkish Towels

(18x36 Inches)

Only **29c** *Each*

Soft, snowy white towels made of good weight absorbent material by the world's largest towel manufacturers at the Cannon Mills. This is an unusually low price for towels of this quality.



Spray Away That Cold!



Dobell Atomizers, No. 13

Special, **$1.49**

DeVilbiss Atomizers, No. 15

Only **$1.35**

DeVilbiss Atomizers, No. 16

Only **$1.60**

Use a nose and throat spray as regularly as you do your tooth brush. It will prevent infection and keep your nose and throat healthy and clean. The delicate membrane of the mouth, nose and throat should be protected from contagion and dust particles.

Extreme Cut Prices

Reduced for Monday Only

Bell-Ans Tablets — *75c Value*



Only **44c**

Listerine Tooth Paste — *Special,* **18c**



$1.25 — **Eno's Original Fruit Salts** — *Special,* **77c**

$1.30 — **Lydia Pinkham's Vegetable Compound** — *Special,* **76c**

Williams' **Shaving Cream** *50c Size,* **29c**



60c Box **Ivory Soap** *Guest Size* — *Box of 12 Cakes* **43c**

Spray Solutions

For Nose and Throat

P. D. Chlorotone Inhalent, medium	50c
$1.00 Opex	95c
Ercolin	$1.50
Improved Dobell Solution, pint	25c
$1.00 Pineoleum Liquid	69c
60c Nozol, for head colds	50c
E. E. Nasal Spray	50c
$1.00 Vapex	95c
$1.00 Pineoleum Outfit	69c
50c Musoldent	37c
$1.25 Glycothymoline	81c

Prevent Flu Germs From Getting a Start!



Home Remedies

Priced Much Lower

$1.00 Bayer Aspirin, 100's	79c
$1.00 Tanlac Tonic	73c
60c McCoy's Tablets, small	37c
60c Nozol, for head colds	50c
50c Phillips Milk of Magnesia,	39c
50c Wecks Healing Cream	42c
75c P. D. Alophen Pills	49c
75c P. D. Lavacol	59c
Emersons Arodyne	50c
$1.50 Agarol Compound	98c
$1.20 Scotts Emulsion	79c
$1.00 Horlicks Malted Milk	69c
$1.25 Absorbine Junior	83c
75c Wyeths Collyrium	59c
$1.50 Atophan Tablets	98c
60c California Fig Syrup	37c
50c Cuticura Ointment	39c
25c Blue Jay Plasters	19c
75c Dextri Maltose	51c
25c Natures Remedy	21c
75c Elixir of Babek	53c
60c Resinol Ointment	39c
60c Murine Eye Water	48c
$1.00 Nujol Oil, pint	59c
$1.00 Lysol Disinfectant	69c
$1.00 Wine of Cardui	69c

GROWS HAIR *or costs nothing*



NEW discovery massages reviving and germ-combating elements *directly to the roots of the hair.* Stops falling hair in 70 out of 100 cases. Grows new hair in 90 days—or you pay nothing under written guarantee. Special price **89c**



VAN ESS

Liquid Scalp Massage

"The Safe Antiseptic"

Listerine

3-Oz. Bottle, **23c**

7-Oz. Bottle, **43c**

14-Oz. Bottle, **67c**

An effective, trustworthy, non-poisonous antiseptic. Used as a gargle in times of prevalent contagion is a wise precautionary measure.



Toilet Articles

At Money Saving Prices

Armand Cold Cream Powder,	$1
50c Pompeian Face Powder	44c
Ensemble Cream, medium	$1.25
30c Kolynos Dental Cream	19c
20c Laco Castile Soap, 3 for	50c
50c Orphos Tooth Paste	39c
50c Mavis Talcum Powder	33c
60c Djer-Kiss Face Powder	39c
Melba Lov'Me Face Powder	75c
$1.00 Wildroot Hair Tonic	63c
35c Cutex Nail Polish	21c
$1.00 Herpicide Hair Tonic	69c
75c Houbigant Face Powder	55c
35c Corega Tooth Powder	24c
25c Mennens Talcum	15c
50c Glazo Nail Polish	33c
50c Jergens Skin Lotion	35c
60c D. & R. Cold Cream	36c
50c Pebeco Tooth Paste	29c
50c Palmolive Shampoo	29c
30c Lyons Tooth Powder	21c
65c Stacomb Liquid	42c
60c Forhans Tooth Paste	34c
$1.00 Azurea Face Powder	67c
35c Kleenex Tissue	21c
25c Squibbs Talcum	17c



TWO furniture factories of our own — under our supervision, making furniture of our standards of construction and high artistic excellence — provide us with exceptional facilities for placing before you these articles in which are combined dependability, beauty, luxury and low price.

The GREAT HOME FURNISHING SALE of a Great Store

STARTS TO-MORROW

THE February Sale starts. And this year the opportunities for savings are greater than even we have been able to offer in the past. ¶ Four great retail stores — in New York, Washington, San Francisco and Los Angeles provide the great outlet that makes possible the huge purchases that result in these values ¶ Furnishings suited to the cottage, the small house, the most modest or most pretentious apartments or homes, will be found here in a variety and profusion surpassing all previous offerings; and those who have honored us by visiting our previous sales know how important those economies were. The great February Sale of W & J. Sloane starts.

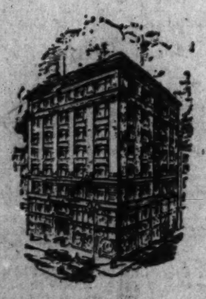
THIS is not a sale of manufacturers' unsuccessful patterns or close outs—it embraces our standard furniture of the high grade of excellence for which we are noted.

W. & J. SLOANE

709-711-713 TWELFTH STREET, N. W.
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CARPETS

THIS February Home Furnishing Sale offers more than 32,000 square yards of wide carpets, and 105,000 yards of narrow carpeting. Modern colorings and patterns feature this entire display, and the carpets are in stock, ready for immediate delivery.



The W. & J. SLOANE Retail Store in San Francisco.

LINOLEUM

IN our own Linoleum plant at Trenton, N. J. we have produced the beautiful and durable patterns that you see on our second floor. Many thousands of yards are in stock ready for delivery, and all of them carry the prices of the February Sale.

LAMPS

HUNDREDS and hundreds of lamps—floor and table models, bridge and boudoir styles—all of them are in this great Home Furnishing Sale: an exceptional showing of lamps at a range of unusual prices.

RUGS

MONTHS of preparation have resulted in this unusual showing of Oriental and Domestic Rugs during the February Sale. There is a diversity of design, color and weave, and every rug reaches the high Sloane standard of quality. Everything is grouped for easy selection, marked at the low prices that prevail throughout this great Winter offering.



The Store of W. & J. SLOANE on Fifth Avenue, N. Y.

FURNITURE

FOUR of our great floors are devoted to furniture, and everything on them—single pieces and groups for every room in the home—is included in this offering. The February Home Furnishing Sale of W. & J. Sloane has started—and the great reductions show in every price.

FABRICS

FABRICS of every weave, from patterns that reproduce quaint old designs to others in the modern spirit. There are inexpensive cretonnes as well as rare brocades. All of them show the February price reductions.

STORE OPEN FROM 9 A. M. TO 5:30 P. M.
DAILY, INCLUDING SATURDAY

At Los Angeles California



The fourth Retail Store of W. & J. Sloane

SLOANE ENDORSED MERCHANDISE CARRIES AN ASSURANCE OF SATISFACTION

CHARGE ACCOUNTS CONVENIENTLY ARRANGED

KAISER BLAMES WAR OUTBREAK ON RUSSIA

Czar's Mobilization Order Set Peace Efforts at Naught, He Writes.

SEES LIE AT VERSAILLES

By FORMER KAISER WILHELM II.

(Written exclusively for United Press. Copyright in all countries, 1929, by United Press. All rights reserved.)

Doorn, Holland, Jan. 26 (U.P.).—The foreign policy program of my reign remained unchanged throughout. The general outline of this program was contained in my first speech from the throne in the year 1888: "In foreign policy I am determined to maintain peace with all nations, in so far as it lies within my power. My love for the German army and my position in relation to it will never lead me into the temptation of encroaching upon the benefits of peace to the country's detriment, unless war become a necessity imposed upon us by an attack on Germany or her allies. Our army shall ensure peace for us, and if peace be broken, shall enable us to reestablish peace with honor. That, with God's help, we shall be able to accomplish through the strength it has acquired from the latest armaments bill passed unanimously by you. To employ this power for offensive wars is far from my heart. Germany has need neither of new glory nor of conquests since she has finally won for herself the right to exist as a united and independent nation."

My reign remained faithful to these principles for 26 years; and I was able to continue the peace policy of my grandfather and of my father, thereby presenting Europe, from the year 1871, with no less than 43 years of peace. Never before has Europe enjoyed so long a period undisturbed by war-like events. The armament which we—lying in the heart of the continent, without the protection of natural frontiers—were obliged to provide ourselves, never surpassed the essential. The war strength in the summer of 1914 amounted to 2,147,000 men for Germany, 1,400,000 for Austria-Hungary—altogether, therefore, 3,547,000 men.

The German general staff no longer reckoned on the allied help of Italy. Against this, the war strength of our prospective adversaries ran to 5,379,000 men in all, viz: Russia, 2,712,000; France, 2,150,000; England, 132,000; Serbia, 285,000; Belgium, 100,000. So that there were 3,547,000 men on our side, and 5,379,000 men on the side of the allies. At sea, there were fleets of 3,264,000 tonnage for the allies, as against 1,268,000 tonnage for the central powers. The peace strength of the fighting forces in France amounted to two per cent of the population, in Germany to 1.17 per cent, and in Austria-Hungary to .94 per cent. France enrolled 78 to 82 per cent of her conscripts, Germany (until 1913) only 50 to 55 per cent; France gave 24.20 marks yearly per head of population for military requirements, Germany only 16.38 marks. These figures should sufficiently prove that there can be no just accusation of militarism on the part of Germany.

Consistent Peace Policy.

The German government, moreover, never allowed itself to be misled into taking advantage of opportunities, offering the most favorable prospects, of making war against France or Russia—neither in 1898, when France had to accept at the hands of England the humiliation of Fashoda, nor in 1899-1902, when England, during the Boer War, must have left France to shift for herself, nor in 1905, during the first Morocco crisis, when Russia was bleeding in the Far East and in the throes of revolution. She did not take advantage of the Bosnian crisis in 1908-1909, when Russia had not yet recovered, and the Balkan States had not yet grown strong, and France had not yet thought of dancing attendance on her Russian ally to meet the claim of Serbia; nor of the second Morocco crisis of 1911, nor of the Balkan wars of 1912 and 1913, when the military position was very much more favorable for the central powers than in 1914. Germany consistently conducted a policy of peace according to plan.

German policy, correspondingly, harbored no ambitions attainable by war alone. That it was otherwise with the allies is today proved by the publication of secret prewar resolutions, secret agreements, and private correspondence of the statesmen involved in the World War, and, not least, by the manner in which the so-called "peace treaties" were concluded. Above all, the publication of certain papers from the Russian archives has given documentary evidence of the aggressive and imperialistic character of the aims of the allies. Through them we also know the fact that, as early as 1913, negotiations were afoot at Petersburg between Russian and French statesmen anent the dividing of the skin of the German bear. You will seek in vain for documents which testify to Germany's war aims in the same manner.

No Offensive Alliances.

Germany never formed any alliance bearing the stamp of an offensive policy. Bismarck's carefully planned and thought-out system of alliance aimed, as historical research reveals more and more, at the maintenance of peace. My reign progressed along the lines laid down. If the agreement arrived at between the czar and myself at Bjorko in 1905 had become a reality, the dual alliance between France and Russia and the triple alliance between Germany, Austria-Hungary and Italy would have been cemented into one continental alliance which, as the foundation of a true league of nations, would have meant a sure pledge of enduring peace. The allies, however, at this time succeeded in forging round the central powers an iron ring of military and naval conventions, which were defensive alliances only on paper. Germany, on the other hand, was not bound by a military convention even with her one reliable ally, Austria-Hungary.

The German government to the last followed the same principles of peace in the crisis of July, 1914. All our efforts—among which I may mention my proposal of a "halt in Belgrade," my personal appeal to the czar and the King of England, as well as my warning representations to the Emperor of Austria—were made vain by the general mobilization of Russia, which, on the evening of July 30, put 111 divisions in the field. Austria only ordered her general mobilization eighteen hours after Russia, and in Germany, at almost the same hour, about nineteen hours after the Russian mobilization, the "state of imminent war danger" not yet, therefore, the complete mobilization, was first ordered in consequence of the announcement of the Russian mobilization. Since through the military treaty between France and Prussia, World War after the Russian general mobilization, became inevitable, everything else followed automatically. The decision for war had irretrievably been taken by the entente.

In Versailles the accusation was made that Germany had for decades systematically been preparing the World War and had seized the opportunity in 1914 to loose her thunderbolts. With great satisfaction I can today establish the fact that this assertion is losing more and more of its supporters. The documents which have been published meanwhile have proved to the world—insofar as it is willing to recognise the truth—that the statement that Germany was responsible for the World War does not bear examination. More and more historians recoil from the ignominious premise which attached the blame to the German people, as a basis for dictating terms of peace. The more light is shed upon the past, the more will this assumption be exposed for what, in truth, it is:

The great lie of Versailles!

Emperor Is Praised By Monarchist Group

Berlin, Jan. 26 (A.P.).—Monarchists, not only in Berlin, but in many other centers of the country, held meetings tonight in anticipation of the celebration at Doorn tomorrow of the seventieth birthday of the former Emperor Wilhelm. The Nationalist League and the German National Labor League both sent congratulations to the former ruler.

At the meeting of the Nationalist League speakers urged on their hearers the idea that the first task of the German people must be restoration of the old form of government. They lauded the former kaiser as a man who sacrificed his crown for the welfare of the Fatherland and who led the German people to affluence and political recognition throughout the world.

The German National Labor League adopted a resolution expressing its "deepest gratitude to the kaiser who convened the first international conference for working men's protection and introduced social insurance."

CHICKEN POX ROBS HERMINE OF GLORY

She Will Not Be Able to Appear as Empress Before Kaiser's 57 Guests.

RECORD CROWD AT DOORN

Doorn, Holland, Jan. 26 (A.P.).—The largest family reunion of the house of Hohenzollern which has gathered since the outbreak of the World War in 1914, assembled here today to celebrate former Kaiser Wilhelm's seventieth birthday tomorrow. All told, there were, including the former emperor himself, 57 members of the family present.

The general family joy was dampened by two cases of illness and the strained relations with Wilhelm's oldest sister, Princess Victoria, because of her marriage to Alexander Subkoff. She was among the absentees. Another absentee was Prince Henry, brother of the exiled ruler. He was kept at Kiel by an attack of influenza, but he sent his oldest son, Prince Waldemar, and the latter's wife, to represent him.

The deepest shadow of Wilhelm's happiness was cast by the sudden illness today of his present wife, Princess Hermine. She was seized with chicken pox shortly after breakfast and isolated in her room. This misfortune cheated her out of the first opportunity since her marriage to be ranked as "empress" before the whole clan of Hohenzollern.

Former King Present.

The ex-kaiser found solace in the fact that all six of his children and all 19 of his grandchildren had arrived here. The other relatives consisted of two sisters, one sister-in-law, two brother-in-laws, four nephews, one niece, three stepchildren and eighteen cousins of varying degrees of kinship.

Frederick August III, former King of Saxony, was also present, but he was the only one of the former kings of German states in attendance on the former emperor. The royal families of Bavaria and Wurtemberg were conspicuously absent.

Wilhelm's favorite child, his daughter Victoria Louise, now the wife of the Duke of Brunswick, followed her usual method of travel, and arrived with her family in an automobile which she had driven herself across snow-covered Germany and Holland. She contracted a heavy cold on the journey and was almost a member of the sick list tonight.

There was an informal dinner at Doorn Castle tonight for the grown-ups of the family, but tomorrow the children will be present at all functions.

Kaiser Selects Text.

Divine services are to be conducted by the Rev. D. R. Vogel, of Potsdam, who was court chaplain in the old days.

The former kaiser himself selected the text for the sermon and asked that it be based on the sixteenth verse of the first chapter of the epistle to the Romans, which is:

"For I am not ashamed of the gospel of Christ, for it is the power of God unto salvation to every one that believeth; to the Jew first and also to the Greek."

All participants in the celebration have been ordered to appear in Doorn tomorrow in full regalia. The men are to wear military uniforms, all their decorations, plumed helmets and long boots. The former kaiser himself will don the uniform of his old First Regiment of Royal Guards.

"Birthday of All Highest."

He is to receive congratulations from 9:30 a. m. to 10 o'clock. The church service will begin at the latter hour. Dinner is to be served at 1 p. m. and in the afternoon the guests may do as they please.

At 8 o'clock they will again assemble for the evening meal. This will not be a gala event, but the announcements call for the wearing of "little military uniforms." The printed schedule of events is headed:

"Program for the seventieth birthday of the all highest—his majesty the kaiser and king."

Birthday presents from the children of Wilhelm consisted of a set of chimes for the tower of the garage built on the Doorn estate last summer. The chimes are the conventional Westminster bells which sound the quarter hour. There also will be a large clock in the tower with a dial visible throughout the estate.

The granddaughters of the former emperor are presenting him with samples of their own embroidery work, such as pillows and doilies. The grandsons have mostly tried themselves at handicraft, thus Victor, son of Prince Adalbert, made for his grandfather an ashtray of an Oriental design.

All the presents will be displayed in German family fashion on a large table illuminated by candles.

Couple Married Fifty Years.

Salem, Va., Jan. 26 (Special).—Mr. and Mrs. S. T. Byrd, of Riverside Farm, will celebrate their fiftieth wedding anniversary next Tuesday. Mr. and Mrs. Byrd were born in Rocky Mount, Va., where they lived the greater part of their lives until they moved to their home at Riverside Farm, sixteen years ago. Mr. Byrd is 72 and Mrs. Byrd is 71. Their children are B. B. Byrd, Salem; Mrs. A. P. Bulley, Salem; Mrs. O. H. Darnell, South Salem, and Mrs. B. B. Tyree, of Rocky Mount.

GERARD DENOUNCES WILHELM'S DENIAL

Former Ambassador Declares Statement Adds Nothing to Peace Efforts.

OTHERS DO NOT AGREE

New York, Jan. 26 (U.P.).—Diplomats today refused to lift from Germany the burden of responsibility for the World War in their comment on the statement to the United Press of Kaiser Wilhelm that Germany was not prepared for war in 1914 and that Germany wanted peace.

One of the most outspoken of the diplomats was James W. Gerard, American Ambassador to Germany at the time the mobilization orders were given. He pointed out that the former Kaiser declared Germany was fighting a defensive warfare, that he had claimed Germany wanted peace and that he maintained France was the aggressor.

"The fact is that he claimed falsely that France invaded Belgium and that French flyers flew over Nuremburg," he added.

"The Kaiser, under the constitution, could not declare an offensive warfare, but on this basis he declared a defensive war.

All New Uniforms.

"Germany was so ready for war that she put an enormous force into the field. I was told by German generals that she had 12,000,000 men under arms. They all appeared on the day of the mobilization order in brand new uniforms, guns and equipment. It looked as if Germany was getting ready for warfare."

"The character of the statement is an indication of the psychology of the German people" the former ambassador said. "At the time we are ready to forget the war and settle down in a world, which at the best, is difficult, then they insist on going on with the propaganda about the origin of the war. This to any thinking man calls forth rejoinders which are bound to become acrimonius. I sincerely hope in the interests of general peace and good understanding that all people who claim Germany was an innocent child forced into the war would shut up."

Polk Sees Militarism.

Gerard's statement was supported somewhat by Frank L. Polk, counselor in office of Secretary of State during the war, and now a practicing attorney in New York. He said the former Kaiser's statement "soft pedals the fact that Germany was militaristic in 1914."

"That is the outstanding omission in the kaiser's commentary," Polk said. "I do not contend that he was fully responsible for the nation being militaristic but I do feel that his advisers and the high command were pushing the country into war."

Prof. Charles Seymour, Yale historian, added to this:

"No sober historian believes that Germany was solely responsible for the war. The kaiser's picture of Germany in the prewar years, however, hardly will be accepted by those who remember her refusal to accept the offer of British friendship in 1901, her brusque tone in 1906, 1908 and 1911 and her refusal to accept Grey's offer of mediation in 1914. It is not true that the Versailles treaty was based on the assumption of German responsibility for the war."

Diplomatic Record Upheld.

Dr. Harry Elmer Barnes, of Smith College, also a noted historian, disagreed with the others.

"If we are going to indict the former kaiser it must be for something other than responsibility for the World War," he said. "Germany did not want a European war in 1914. This is proved beyond question by historical facts now available. And Germany took no active steps to produce war. Of course, Germany is in part responsible for the situation lying back of 1914 but even prior to that time her diplomatic record was better than any other European state except England."

Clemenceau Is Silent.

Paris, Jan. 26 (U.P.).—Georges Clemencau, war-time premier of France, dismissed as "childish" and "not worth wasting my words on" the statement given to the United Press by Former Kaiser Wilhelm concerning the World War.

Daniels Assails Kaiser.

Raleigh, N. C., Jan. 26 (U.P.).—Josephus Daniels, Secretary of the Navy under President Woodrow Wilson, commented tonight upon the statement of Kaiser Wilhelm to the United Press, with the remark that "there would never have been any World War if the kaiser had been as zealous to keep the world out of war as he is now to avoid responsibility for his failure in 1914."

The former Navy Secretary was outspoken in his denunciation of the kaiser. He must bear "through the ages," he said, "the main responsibility for that tragedy."

"The whole world knows that if he had acceded to Earl Grey's appeal for time and been willing to make a sacrifice, if need be, to avert the World War, there would have been no war," the Wilson Cabinet member said.

Fliers Stranded in Snow Rescued by Ranchers

Salt Lake City, Jan. 26 (A.P.).—Pilot Frank Barber, of the Boeing Air Transport, and his two passengers, forced down Thursday in the snow 35 miles north and east of Elko, Nev., were rescued by a party of ranchers this morning, said a radio message received by Boeing officials here today.

Barber was slightly injured when a wing of his plane struck the side of a mountain in his forced descent, but his passengers, A. P. Ames, of Camden, Me., and T. J. Pflueger, of San Francisco, were uninjured. All suffered from cold and exposure.

NEW PAY BILL DRAWN BY HOUSE COMMITTEE

CONTINUED FROM PAGE 1.

bill would go into the compromise measure, and also the provision in the Lehlbach bill relative to the classification board.

At the same time, it was made known that "minor changes" had been made in the provisions of the Lehlbach bill which had been accepted; but not until yesterday was it known that the power of the classification board was to be limited.

In limiting the power of the classification board, the House civil service committee has met one of the most important demands of Senator Smith W. Brookhart (Republican), of Iowa, author of the salary bill favorably reported by the Senate civil service committee.

This considerably lessens the likelihood of a fight when the Senate and House conferees come together to agree on a bill that is eventually to become a law.

The amended provision with regard to the classification board also is expected to pacify, in a measure, at least, Comptroller General McCarl. The latter it was learned yesterday, had written a letter to Chairman Lehlbach of the House civil service committee, in which he said that he objected to the board making an allocation or a reallocation "on its own motion," as this would break down the essential figure of the classification act.

SLAYER OF INDIANS IS GIVEN LIFE TERM

Deaths of Wealthy Osage Tribesmen Are Laid to W. K. Hale.

HEADED "RING," IT IS SAID

Pawhuska, Okla., Jan. 26 (A.P.).—W. K. Hale, known as the "King of the Osage Hills" and alleged by the Government to have been responsible for a reign of terror among the Osage Indians several years ago, again was convicted of murder and sentenced to life imprisonment in Federal court here late today.

Hale was tried for complicity in the killing of Henry Roan, an Osage tribesman on whose life he carried a $25,000 insurance policy. He was convicted on the same charges previously but won a retrial on an appeal.

Nearly a score of mysterious and violent deaths were visited upon the wealthy Osage Indians over a period of several years until Government agents finally brought about the arrest of Hale.

The reign of terror, as it became known, threw members of the tribe into a panic. Some of the Indians strung lights about their homes and posted guards at night to protect themselves from harm.

It was charged by the Government that Hale was the directing head of a ring that plotted the deaths of Indians in order to obtain their wealth.

John Ramsey, cowboy farmer, is serving a life sentence for the slaying of Roan. In one confession, Ramsey said Hale employed him to kill the Indian. Roan was shot to death at a lonely spot in the Osage Hills.

Motion for a new trial was filed immediately by Hale's counsel, who said they would carry the case to the United States Supreme Court if necessary.

Hale's wife was sitting beside him when the jury came in. She buried her head in her arms and wept after F. E. Kilduff, minute clerk, had read the verdict. Mrs. Willie Oiler, Hale's daughter, who has attended most of the trial sessions, was not present.

Hale, who stood up for the reading of the verdict, was not visibly affected. A man of the same name as the defendant, William C. Hale, a hardware dealer at Picher, Okla., was foreman of the jury.

Although the jury was out approximately four hours, it spent only two and one-half hours in deliberation.

POLL BACKS NAVAL TIME PROVISIONS

CONTINUED FROM PAGE 1.

plans of the national defense advocates, and much of the afternoon was devoted to sporadic clashes and frequent interruptions.

Senators Brookhart and Wheeler sought to inject comedy into the proceedings by asking all sorts of unusual questions covering a wide range. Replies from Senators Hales, Tydings and others constituted a landsman's primer as to why fire control was needed aboard a warship, what was meant by replacement, what happened to ships that were replaced and why spend money for range finders?

Navy League Defended.

At one stage there developed some heat in the debate while Senator Oddie was introducing telegrams for the record. Mr. Oddie began by introducing a statement by the Navy League of America showing overwhelming public support for the cruiser bill at a ratio of seven and a half to one. Senator Wheeler asked about the make-up of the Navy League, implying that it was a propaganda organization for the shipbuilders.

"I resent that," Senator Oddie fired back with indignation. "They are good Americans who, like the majority of Americans, believe in national defense."

Senator Oddie then read into the record messages from the American Legion, from the American Federation of Labor, from the Women's National Civic Federation and from the Daughters of the American Revolution supporting the cruiser bill.

Debate Is Continued.

"I want to know if this D. A. R. is the same organization that blacklisted me as un-American?" Senator Brookhart inquired. But he did not press a request for an answer.

At 2 o'clock it looked as if the Navy opponents were preparing to attempt another filibuster when Senator Nye got the floor and began a speech about the Rockefeller-Stewart case. Senator Brookhart called for a quorum and asked questions at intervals of Nye while Senator Norris joined in the discussion. Shortly thereafter the cruiser debate started and continued with increasing liveliness until the first viva voce vote on the bill was reached.

Bump Quickly Brings Death.

Chicago, Jan. 26 (A.P.).—Fred Miller, restaurant proprietor, bumped his knee against a table last night and died before he could be taken to a hospital. A blood vessel was broken and he bled to death.



You Meet Septics *in the movies!*

There is a certain fastidiousness which habits of cleanliness cannot achieve alone. The person you sometimes suspect of carelessness may have bathed within the hour.

If you are a *septic*, soap and water will not solve the difficulty. Nor will any refreshant neutralize unpleasant vaporings of the body, or the breath for *any* length of time.

Nobody is septic by nature. It is a condition anyone can correct. Just a few days are sufficient to take the taint out of perspiration, and render one's breath as pure as can be; and this perfect personal cleanliness made permanent. Ask any doctor—or nurse—about *calcium wafers*.

You may not know whether you are a septic. Try some calcium wafers, and see! If there *is* any stagnant matter in the system, everything will speedily be sweet and clean. Your skin will be less acrid; color improved; this colonic correction even brightens eyes and whitens teeth! And you will *never* need another harsh cathartic from the time you have learned to prevent even semi-constipation by just occasionally taking a tiny calcium wafer.

MAKE THIS TEST.

A five-day test will prove to you very conclusively the system's need for calcium wafers, and the decided benefit from these little wafers. Your druggist has them—the test size for pocket is 10c. Or the family size, 60c.

—FULL BOX FREE—

Enough for full test—ample to prove the value to you of Stuart's calcium wafers—will be sent you, if you mail this coupon to the Stuart Co., Dept. G1281, Marshall, Mich.

Name.....

Address.....

Town.....

At All Drug Stores: 10c or 60c sizes

Stuart's Calcium Wafers

Lucullan Supper of Russian Grand Duke Described by Capital Woman, Attending

Grand Feast Best Incident In Entertainment of Late Nicholas.

By MME. S. H. DE MEISSNER.

In reading one of the many articles relating to the passing from this world of the Grand Duke Nicholas my mind reverts to an afternoon in the month of October, 1895, when I was seated with my dear friend, Anna Petrovna Rostovtzoff, in the boudoir of her charming apartment on the Moika, in St. Petersburg. She was busy, as was her wont, with some exquisite tapestry work, while I was reading aloud from some lately published French novel, when, noiselessly as usual, the wizened little Tartar who has been for 30 years and over Gen. Rostovtzoff's body servant, appeared suddenly at the doorway, announcing in a somewhat flustered manner, "Veliki Kniaz," and bowing himself hastily aside as the tallest man it had ever been my fortune to meet entered the room.

The Grand Duke Nicholas, who was then approaching his thirty-ninth year, had come in an informal manner to acquaint Anna Petrovna with the fact that he had just named her son, Capt. Alexandre Alexandrovitch Rostovtzoff, one of his four aids de camp, and to ask her to name a day upon which she—and I as her guest—would dine with him in order to celebrate this event.

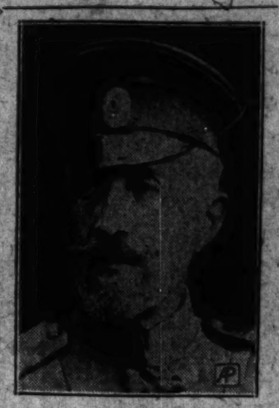
Gen. Rostovtzoff, Anna Petrovna's husband, who was then no longer in this world, had been maitre de la cour of the grand duke's father; and when, as a young officer, he had taken his bride of 18 years to the Nicholas Palace to live, Nicholas Nicolaivitch had been but a child of 2 years of age. Gazing then at his great height it was difficult to realize that he had once been the little chap whose greatest delight had been to seat himself upon Anna Petrovna's sweeping court train, while she—anything gayly—would run in her high-heeled satin slippers swiftly along the highly polished palace floors, taking good care the while that the German-born grand duchess, who was his mother, should neither witness this diversion nor hear the delighted squeals of her small son at this terrible infringement of all rules of officialism.

Grand Duke's Den Pictures.

It was a thoroughly attractive room in which our imperial host received Anna Petrovna and myself some two or three days later. It was his own especial "den" or study, vast in size and filled with wonderful works of art—all Russian. Animal life both in silver and bronze there abounded. But it was present in living form as well, for before the great open fireplace where blazed logs some three feet in length there lay lazily extended on a white bearskin a superb Siberian staghound, while several others of the same race but less majestic in proportions, were lying indolently about the room. The grand duke's devotion to dogs was a well-known trait of his, and before going in to dinner that day he gave us quite an exhibition of his favorites' prowess at jumping.

Dinner having been announced we strolled informally through the beautiful suite of rooms terminating in the stately dining hall stopping now and again to admire some rare piece of bric-a-brac to which our host would call our attention. In passing through one of these salons we were joined by the wives of two of the grand duke's aides and they, with the members of the official and military household completed the party.

The dinner was, of course, served in Russian fashion. We gathered first about a table laden with delicacies, foremost amongst which was the white caviar brought direct from the fisheries on the Caspian Sea, and never found in perfection outside of Russia because of its deteriorating in transportation. I confess I was somewhat startled when Nicholas Nicolaivitch apologized to me for not having any "gin," and when I assured his highness that I had never tasted gin in my life, he said: "Why, I thought all English and American women were fond of gin." When I expressed emphatic indignation at this remark he begged my forgiveness and assured me he was only joking!



The late Grand Duke Nicholas.

Like Feast of Lucullus.

Were I to attempt to enumerate all the delicious dishes on that side table we should never get on with our veritable dinner, which was, although in itself a feast of Lucullus, but an incident in the evening's entertainment.

Our host occupied the central seat on one side of the table, with Anna Petrovna as guest of honor on his right, while I sat directly opposite him. The conversation was very general, every one joining in, now in Russian now in French. The grand duke did not speak English. At one moment the question of Russian musical instruments being under discussion, his imperial highness leaning forward asked whether I had ever heard the Balalaikas of the Huzzar Regiment of which he was then commander. Learning that I had never heard any of the regimental balalaikas, he turned and spoke some words to his major-domo; and as, after having finished dinner, we passed into the wonderful palm-garden with its high-leaping fountains located in the center of the palace, we discovered, seated there beneath the bending fronds a dozen or more red-uniformed hussars with their balalaikas, who regaled us with delightful music while we took our coffee.

When this concert terminated our host proposed our listening for awhile to the opera! This, you remember, was over 30 years ago, before radio had made such a thing an ordinary form of entertainment. Passing into a long room that resembled rather a spacious hallway, along one side of which stretched a divan, above which hung innumerable telephone receivers, we settled ourselves there in perfect comfort and listened in delight to the exquisite tones of the great Russian tenor, Figner! He was singing in some Russian opera; I do not recall which it was, but at that time it appeared almost like magic to sit there listening to every modulation of that rarely beautiful voice; to hear the wild outburst of applause as it ceased; the frantic demand for a repetition of the aria; and the vouchsafed encore as plainly as though we had been seated in one of the loges of the opera itself.

More Entertainment Follows.

While we women sat there "listening in" the men of the party had deserted us for the delights of the smoking-room; and, although I, for one, would have asked nothing better than to remain there until the opera was over, we had no choice but to leave when informed that our host was awaiting us in another part of the palace.

Preceded by an imposing official we were conducted to a vast domed room, circular in form, where we found awaiting us some 40 Tsiganes, or Russian gypsies. Although many visitors to Russia have heard these gypsies, it may not be generally known that they are a clan or community, living quite apart from the other inhabitants of the country, and, far from being poor, they are in many cases very wealthy. The group of picturesquely costumed men and women who were there that night filled one side of the spacious music room, forming a glittering symphony of light and color for our eyes to rest upon as we stood ranged in line opposite.

Their singing, when it began, was strange and wild; harsh at times; not always harmonious, but possessed of a peculiar, characteristic charm. We had listened for a half hour or more to this weird music when a servant brought into the room a table on which stood an ice-filled receptacle containing bottles of champagne, which he immediately proceeded to uncork. The glasses into which he poured the frothing wine were of fairly good size, and a moment later the grand duke was standing before Anna Petrovna and myself holding one of these in each hand.

Fantastic Aria Sung.

The others present having been also served, Nicholas Nicolaivitch made a signal to the singers, who immediately started a fantastic aria in which the name "Anna Petrovna" continually recurred. Seeing the entire company raise their glasses simultaneously to their lips I understood that they were drinking to the health of the guest of honor, and proceeded to do likewise. Evidently not with entire success, as I was standing with my but half-emptied glass in hand when our host placed himself directly before me holding with both hands a dimunutive silver waiter. A little surprised, but supposing he intended taking my glass, I held it out, but he, suickly turning the edge of the toy waiter upward, said with a smile: "Ce n'est pas comme cela qu'on boit a la sante de quelqu'un en Russie."

Laughingly I raised the glass—he standing there motionless the while—and not until I had emptied it was that little tray turned in such fashion that I could set the glass upon it. Once I had done this Nicholas Nocolaivitch, bowing gravely, moved away. As he did so Anna Petrovna and I exchanged amused glances, though perhaps, had I at that moment known all that she knew, I should not have felt quite so cheerful. The music had by that time stopped and we were standing in groups chatting gaily, when once again the merry strains began, and the grand duke was once more standing before Anna Petrovna and myself handing us each a glass of the same sparkling beverage.

"Monseigneur," I protested, "you must excuse me, but I have already taken some."

"Yes," replied his imperial highness, "but now we are to drink your health, so you must take this;" and with a low, ceremonious curtsy I accepted the compliment—and the glass! A moment later the gypsy chorus were singing strains reechoing to the name of "Sophie Vasilievna!"

Knew Better This Time.

That time I knew better than to attempt to rid myself of my glass before emptying it; beside which there was the same little tray waiting, edge upward, as before; and as, with another profound curtsy, I placed my glass upon it I breathed a mental thanksgiving at the termination—as I supposed—of that hazardous ordeal. Great indeed then was my consternation at finding the same thing recurring for the third time.

"Mais, Monseigneur," I faltered, but ceased suddenly as I heard the words: "C'est pour boire a ma sante!"

This, of course, was in no wise to be refused, and—well! Despite this perilous venture I had the satisfaction of hearing Anna Petrovna whisper, as we gathered once again—after the delightful supper that followed the concert—about the great open fireplace in his imperial highness' "den:"

"You are really remarkable; you never even changed color!"

When, at the outbreak of the World War an imperial edict proclaimed Russia the temperance leader of the world, by no one was this edict so sternly enforced as by the Grand Duke Nicholas Nocolaivitch, commander-in-chief of the Russian forces; with whose elimination from the supreme command began the misfortunes of this martyred nation.

ATTRACTIVE WOMAN MURDERED IN SNOW

Excellently Dressed Woman Has Three Bullet Wounds in Her Head.

JEWELS ARE UNTOUCHED

Bingham, Mass., Jan. 26 (U.P.).—The body of an attractive young woman, excellently dressed, was found late today on the Brewer estate.

She had been shot three times in the head and authorities believed she had been dead at least two days. Her body was covered with snow and there was a pool of blood nearby. No weapon was found, but a cartridge was found close by the girl's body.

The woman was attractive, with brown hair and brown eyes. She wore a fur coat and red hat, and the rest of her garments were of good grade. Police believe the woman was brought here as she had a receipt for a pair of shoes purchased at a Lowell store.

On one hand the victim wore a gold wedding band and on the other a diamond ring. The fact that this jewelry had not been removed convinced authorities that robbery was not the motive.

Town Postoffice Safe Robbed.

Westernport, Md., Jan. 26 (Special).—The safe in the postoffice at the mining town of Bayard, on the Western Maryland Railway, was blown open today, entrance to the building having been gained through a window forced by a pick, found lying outside. Stamps and cash were carried off in considerable amount, but there will be no check on the loss until the arrival of an inspector.

A Bombshell Into Divorce!

The Washington Post

Has the Privilege of Announcing

A Distinguished and Startling Serial

THE CHILDREN

by

EDITH WHARTON

Beginning Sunday, February 3

GOLDENBERG'S—*The Dependable Store—Both Sides of Seventh at K*

14 Girls' Coats and Dresses
Girls' Coats of Germania Chinchilla, Bolivia and soft cloths. Fur collars and cuffs. Broken sizes, 5 to 12 years. Formerly $13.98 to $17.98. **$7.95**

GOLDENBERG'S

20c Printed Percales
A good range of patterns printed on light grounds, 36 inches wide. **12½c**
Main Floor.

No Phone or Mail Orders Accepted

Great Semi-Annual

Clean-Up Time!

RUMMAGE SALE

If You're Afraid of Crowds, Don't Come Tomorrow—For Every Aisle and Department Will Be Packed With Eager Throngs After the Sensational Bargains Always Found in Our Half-Yearly Clean-up. Please Don't Ask Us to Fill Telephone or Mail Orders for Rummage Sale Items. And Be Here Early—for the Chances Are Some of the GOODS ADVERTISED in Limited Quantities Will Be Sold Out During the Morning Hours.

$3 Imported Kid Gloves

French Kid Gloves with novelty cuffs in white with black embroidery. Sizes 5¾ to 7½. **$1.39**

Women's $3.95 Lined Gloves
Excellent for driving and street wear. Capeskin with wool lining, strap wrist; 39 prs. **$1.98**

59c to 75c Children's Knit Gloves
Made with fancy cuffs and snug wrist. **39c**

$1, $1.50 Children's Leather Gloves
Slight Irregulars
Assorted shades of tan leather with warm fleece lining. **59c**

Sample Chamois Suede Gloves
Novelty cuff and slip-on style—a very desirable glove for general wear. 900 pairs. Also double silk in black. **59c**

Women's $4.95 Evening Gloves
10 pairs black and white. Broken sizes. Fine quality gloves. **$1.45**

Women's $3, $4 Kid Gloves
Fancy cuff and bandellet novelty styles. New colors. 5½ to 7½. **$1.69**

Goldenberg's—Main Floor—Charge Accounts Invited.

$25 and $27.50 Women's and Misses' Coats

(97) Broadcloth and Suede Coats, with shawl or pouch fur collars and cuffs, or tailored models. Sizes 16 to 44, and extra large sizes, 42½ to 52½. **$12.50**

$37.50 Coats
(103) Women's and Misses' Coats of Broadtail fur fabrics, in black and brown. Deep fur shawl collar and cuffs of raccoon or cocoa dyed mandel. Sizes 36 to 46. **$12.50**

$29.75 Coats
(62) Broadcloth and Suede Coats, with Mandel fur trimmed shawl or pouch collars. Black and tan. Sizes 16 to 44 and 42½ to 50½. **$18.00**

$45.00 Coats
(41) Broadcloth Coats, trimmed with Marmink or Vicuna fox fur collars and cuffs. Sizes 44½ to 52½. **$29.50**

FUR COATS
(6) Sealline (dyed coney) Coats, sizes 16 to 38, formerly $69.50 and $79.50. Now **$49.50**
(1) Sealline (dyed coney) Coat, size 36; formerly $129.50. Now **$69.50**
(1) Sealline (dyed coney) Coat, size 44; formerly $169.50. Now **$99.50**
(1) Caracul Fox Collar, size 38; formerly $189.50. Now **$125.00**
(11) Buck Sealine and Pony Coats, sizes 16 to 20 and 40 to 50; formerly $119.50 and $129.50. Now **$79.50**
$29 to $29.50, Sport Coats, $19.50.

$39.75 Coats
(39) Sport and Dress Coats of Suede and Broadcloth, strictly tailored or fur trimmed. Sizes 14 to 44 and extra large sizes 42½ to 52½. **$22.50**

$59.50 Coats
(17) Broadcloth Coats, lavishly fur trimmed; sizes 14 to 20 and 38 to 44. **$39.50**

$69.50 Extra Size Coats
(3) Tan Broadcloth Coats, sizes 50, 52 and 54. Marmink shawl collar and cuffs. **$39.50**

Rummage Sale of

Art Goods

$1 Trimmed Bed Lamps
Attractive shapes in rose, blue, orchid and pink. Trimmed with gold braid. **39c**

$1.59 Stamped Bedspreads
Double bed size. Stamped in two good designs on crinkle weave cotton. **89c**

79c Nainsook Gowns
Soft finish nainsook gowns stamped in three attractive designs. Medium size only. **49c**
Third Floor.

59c Damask Scarfs
Hemstitched linene and lace trimmed damask — some with embroidered designs. **21c**

26c and 38c Ball Yarn
Bear Brand and Shetland yarn in a good selection of colors. **9c**

Women's $1 Voile Dresses
Stenciled designs on green, rose, blue, orchid and pink voile. Medium size. **39c**
Goldenberg's—Main Floor—Charges Accounts Invited.

Scarfs

$1.00 Printed Silk Triangles and Wool Scarfs
Dressy silk scarfs in either black or printed designs. Slight irregulars. **69c**

$1.95 to $2.95 Wool Scarfs $1.00
Shetland knit scarfs in blocked design and fringed edge. Oblong printed silk scarfs in this lot also.

Regular $25 Spanish Shawl $7.45

69c to $1.00 Silk Georgette Ruffling 12½c
Dainty ruffling in attractive assorted colors.

85c Waterproof Maline 10c

$1 to $3 Neckwear 44c
Lace panels, sweetheart sets, vestees and collar and cuff sets.

$10 Spanish Silk Shawl $5.97
Goldenberg's—Main Floor—Charge Accounts Invited.
Main Floor.

$1.00 81x90 Seamless Bleached Sheets 74c

Perfect quality. Hand torn and ironed.

$1.19 54x90-Inch Bleached Sheets
Made of heavy round thread sheeting cotton, entirely free from starch and dressing. 54x90 in. **74c**

$1.29 Extra Length Sheets
Seamless bleached sheets for double beds. Perfect quality, hand torn and ironed. Finished with deep hems. 81x99 in. **95c**

$1.59 "Empire" Sheets
Seconds of "Mohawk" brand. Full double bed size. 81x90 in. **$1.19**

55c Hemstitched Pillowcases
Excellent slips of a well-known brand, free from starch or dressing. Finished with 3 in. hem, 42x36. **38c**

$2.25 Crinkle Bedspreads
Heavy quality crinkle spreads with neat scalloped edge. Fast colored stripes of rose, blue or gold. 80x105 in. **$1.39**

$4 Rayon Bedspreads
Rich, lustrous quality spreads in rose, blue, gold, orchid and green. 80x105 **$2.49**
Main Floor.

$5.00 Rayon Bedspreads
Handsome rayon spreads with scalloped edges. In rose, blue, gold, orchid or green. 80x105 inches. **$3.98**

$7.00 Rayon Bedspreads
Rayon spreads of heavy silk-like quality. In rose, blue or gold. 80x105 in. **$3.39**

$2.00 Mattress Covers
In the correct size for three-quarter beds. Have colored woven stripes **$1.49**

12½c Unbleached Cotton
Closely woven quality in 2 to 10 yard lengths. 38 in. wide. **8¾c**

58c Printed Charmeuse
A satin-faced yarn mercerized cotton fabric in good styles and colorings. Light or dark grounds. Guaranteed fast colors. Suitable for children's frocks and women's dresses, 2 to 10 yard lengths. 36 inches wide. **28c**

Regular 50c Checked Rayons 35c
Lustrous quality rayon in neat checks of pink, light blue, orchid, rose, red, green and black and white. 36 inches wide.

Regular 59c Zephyr Prints 39c
Yarn mercerized quality. Light and dark grounds in neat printings. Guaranteed fast colors. 32 in. wide.

$1 Brocade Linings 69c
Self-brocaded designs in beautiful color combinations. Fast colors. 36 in. wide.

Regular $1.69 Longcloths, piece 10 yds. $1.19
Closely woven, soft-finish quality. 10 yards to the piece.

69c Printed Crepe de Chine 39c
A silk and cotton fabric in neat designs and colors. 36 in. wide.
Main Floor.

Boys' Winter Overcoats at Rummage Prices!

Boys' $6.95 to $12.75 Suits, Mackinaws, Leather Coats and Lumberjacks. $5.00

Suits, with one or two pairs pants, 8 to 16 years.

Mackinaws—a few in the lot, 8 to 16 years.

Genuine leather coats, wool lined, 10 to 16 years.

Genuine leather lumberjacks, 10 to 14 years.

Corduroy lumberjacks, 8 to 18 years.

$5.00 Overcoats, 3 to 6 years $1.99
$6.95 Overcoats, 2 to 6 years $2.99
$12.00 Fur Collar Coats, 3 to 6 years $2.99
$8.75 to $10 Overcoats, 3 to 15 years $5.00
$10.95 to $12 Overcoats, 3 to 8 years $6.75
$12.75 to $15 Overcoats, 3 to 9 years $9.75
$18.50 to $21.50 Overcoats, 11 to 16 years $9.75
$22.50 to $24.75 Overcoats, 11 to 20 years $14.75

300 Boys' Wearables Former Values 20c to 95c 10c
Blouses, shirts, hats, caps, windsor ties and other wearables. Irregulars, damaged and shop-worn merchandise.
On Sale Third Floor, Boys' Department.

128 Boys' Wearables from Pajama Suits Selling for $1 to $1.50 15c
Mismatched separate parts of boys' pajamas—jackets and pants of outing flannel and cotton.
On Sale Third Floor, Boys' Department.

Boys' $1.50 to $3.95 Wearables Perfects and Irregulars $1.00
Novelty Suits, Wash Suits, Shirts, Pajamas, Leatherette Lumberjacks, Black Rubber Raincoats, Odd Suit Coats and Odd Pants.

Boys' $2.95 to $4.95 Novelty Juvenile Suits $1.95
A wonderful lot of high-grade juvenile suits at prices that thrifty mothers will appreciate. Also some white wash suits in the lot. Sizes 3 to 7 years.
Third Floor.

Men's $1.69 to $2.00 Shirts 69c

English Broadcloth, Madras, Dobby Broadcloth and many other fine fabrics. Every shirt well tailored and full cut. Stripes, plain colors and novelty patterns. A few slightly soiled and mussed. Sizes 13½ to 17.

Men's 50c to 75c Hose 21c
(471) Pure silk and rayon mixed fancy and plain color hose. Most all perfect quality. A few irregulars.

Men's $2 to $2.50 Union Suits $1.12
(242) Reis, Munsing and other high grade makes. Silk and wool, wool mixed and heavy weight cotton ribbed. Good colors and styles. Broken lots.

Men's $1.25 to $1.50 Wool Caps 69c
Eight-quarter style in light or dark patterns. Most all sizes.

Men's $4.95 to $8.50 Sweaters $3.49
(14) All wool and wool mixed—campus and Pennsylvania makes. Various styles and colors. Broken sizes.

Men's 50c-$1 Cut Silk Ties 12½c
(97) Medium and large shapes. Good patterns and colorings. Mussed from window display.

Men's 79c to $1 Athletic Union Suits 39c
(149) Of checked nainsook. Small sizes.

Goldenberg's—Main Floor—Charge Accounts Invited.

Rummage Odd Lots

No Mail or Phone Orders
All Sales Final

5¢ Spool Cotton
Mercerized sewing cotton, 100 yards to the spool. Assorted colors. 3 for **10c**

10c Bias Seam Tape
Wright's — a well-known make. White and assorted colors. 6 yards to the piece. Piece **5c**

Children's 50c Waists
In a good selection of sizes and styles. **25c**

25c to 59c Bone Buttons
For dress and coat trimming; sizes 20 to 36 ligne. Card. **10c**

39c to $1.39 Beaded Trimming
In black and assorted colors. Yard. **25c**

49c to 75c Dress Buckles
Fancy buckles and dress ornaments, in metal, alluloid and novelty effects. Each. **15c**

39c to 75c Flowers
Odd lots of flowers for coat and dress trimming **25c**

$5 and $6 Fur Collar Lengths
Assortment of Caracul, Thibetine, Vicuna, Plate, Mouffion and Stenciled Lapin. Each. **$2.29**
Main Floor.

18c Mill Lengths 10c
32-inch dress ginghams in checks and plaids. 2 to 8-yard lengths.

29c Bleached Shaker Flannel 18c
A double-fleeced material in heavy quality. 36 inches wide.

59c Oilcloth Table Covers 35c
Attractive designs printed in fast colors on Sanitas oilcloth. Some are slight irregulars, 45x45.

69c Shirting Broadcloth 35c
Woven stripes on white and colored grounds. Very fine quality. 36 inches wide.

29c Dress Ginghams 18c
Checks, plaids, stripes and plain colors in a firmly woven, soft-finish gingham. Guaranteed fast colors. 36 inches wide.

Regular 25c Outing Flannel 15c
Heavy double-fleeced quality in colored stripes. A yard-wide fabric.

Regular 50c Shirting Madras 29c
White grounds with woven colored stripes and checks in guaranteed fast colors. 36 inches wide.

Regular $1.00 Rayon Fabrics 69c
Heavy lustrous quality, suitable for draperies and bedspreads. 36 in. wide.
Main Floor.

$1 and $1.50 Assortment 49c
Your choice of Puff Boxes, Hair Receivers, Jewel Boxes, Trinket Boxes, Photo Frames, Clothes Brushes and Scissors.

50c to 98c Assortment 25c
Choice of Dressing Combs, Nail Buffers and Pin Cushions.

25c to 50c Manicure Pieces 10c
Choice of Nail Files, Cuticles, Button Hooks and Shoe Horns.

50c and $1 Compacts 25c
Assortment of desirable styles, in popular makes.

15c and 19c Tooth Brushes 9c
Transparent Celluloid and Bone Handles, assorted shapes.

$1 to $2.50 Toilet Ware 69c
Pearl and Ivory, Colored Pearl, White Pearl and Grained Ivory Toilet Ware. Mirrors, Hair Brushes and Trays.

10c Toilet and Bath Soaps 5c
Assorted makes, some slightly scarred from counter display.

Men's 25c Dressing Combs and Pocket Combs 15c
Assorted shapes and styles.
Main Floor.

Children's $1 to $2.50 Wool Mixed Union Suits 49c
Part wool and cotton. Misses' fleeced cotton suits. Boys' fleeced union suits in gray. All perfect quality. Slightly soiled from handling. Broken sizes.

Infants' 50c Shirts 19c
Of silk and wool and cotton and wool. Also some of all cotton. Broken sizes.

Women's $1 to $1.50 Shirts and Pants 69c
Of part wool. Boys' part-wool union suits and some of fleeced cotton in medium weight. Broken sizes.

Children's 50c Rayon Undies 29c
Slips and combination vest and bloomers. Broken sizes. Slightly soiled.

Boys' 10c and 12½c Handkerchiefs 5c
Colored woven borders of fast colors.

Men's 12½c, 15c and 19c Handkerchiefs 8c
With colored woven borders and plain white hemstitched styles. Also embroidered initials, white and colors.

Women's 15c and 19c Handkerchiefs 11c
Linen, cotton and fine lawn handkerchiefs in plain or embroidered styles. White or colored. Some with scalloped edges. Perfect quality.

$3 Silk Umbrellas $3.98
Women's colored silk Umbrellas, 16-rib style, plain and fancy borders, popular colors, amber tips and short-club ends, assorted amber-like handles.
Main Floor.

Huck Towels Nearly ½ Price

Some are subject to Mill Imperfections.

6c—10c—15c

400 Dozen Divided in Three Price Groups
10c and 12½c Towels, 6c Each
15c and 19c Towels, 10c Each
25c and 39c Towels, 15c Each
Booth on the Main Floor.

50c Large Turkish Towels, 29c
Extra heavy double thread weave and extra large size, 25x50 in. Choice of colored borders or plain white.

59c 58-inch Mens. Table Damask—Remnants ..... 39c each
39c Stenciled Breakfast Cloths ..... 23c each
$1 All-Linen Crash Breakfast Cloths ..... 79c each
$1.19 All-Linen Damask Luncheon Cloths ..... 79c each
89c Turkish Bath Mats ..... 29c each
10c All-Linen Dish Towels ..... 12½c each
89c Linen Hand-Embroidered Buffet and Vanity Sets ..... 59c each
$4.50 7-pc. All-Linen Damask Table Sets, Size 54x70 Cloth and 6 Napkins ..... $2.93 a set
12½c Linen Finish Tea Towels ..... 6c each
39c Filet Lace Dresser Scarfs ..... 29c each
19c All-Linen and Part-Linen Crash Toweling ..... 10c yd.
19c Striped Glass and Huck Toweling ..... 10c yard
19c Heavy Turkish Towels ..... 10c each
$1.50 All-Linen Napkins ..... $1.09 doz.

Thousands of Yards of Silks

At Rummage Sale Prices That Will Create a Sensation!

Group 1—$1.39 to $1.98 Silks

"Corticella" Crepe de Chine
Pure Silk Crepe de Chine
"Stirna" Lingerie Satin
Japanese Silk Radium
Plaid and Checked Taffeta
Crepe Weave Pebble Satin
Jacquard "Ray Beam"
Black Satin Charmeuse
Black Crepe Faille
Printed Kimono Satins
Rough-Weave Pongee
Heavy Suede Broadcloth
Jacquard Crepe Faille

$1.00 Yd.

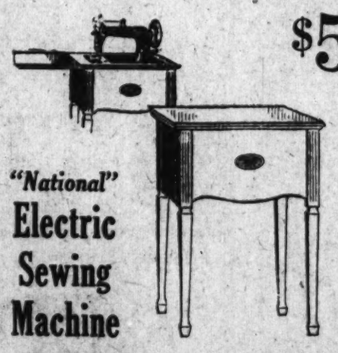
Group 2—$1.98 to $3.45 Silks

Colored Satin Crepe
Printed Satin Crepes
Printed Flat Crepes
Printed Georgette Crepes
Printed Crepe de Chines
Plain Georgette Crepes
Heavy Flat Crepes
Heavy Canton Crepes
Heavy Pebble Crepes
"Beldings" Lingerie Satin
Black Satin Crepe
Black Flat Crepe
Black Canton Crepe
Black Coating Satin

$1.29 Yd.

To Close Out—Incomplete Color Assortments

157 yds. $1.00 All-Silk Printed Pongee, 19c yd.
472 yds. $1.00 All-Silk Plain Pongee, 19c yd.
280 yds. $1.49 Silk Face Duvetyn, 69c yd.
114 yds. $1.29 Velveteens, 27 in. wide, 69c yd.
286 yds. $1.98 Velveteens, 36 in. wide, 89c yd.
368 yds. $1.00 All-Silk Radium, 49c yd.
181 yds. $6.50 French Metallic Brocades, $1.98 yd.
Goldenberg's—Main Floor—Charge Accounts Invited.



"National" Electric Sewing Machine

$56.50 Complete

All attachments are included—ruffler, tucker, 5 hemmers, binder, screw driver, needles, oil can. Nothing more to buy—everything is complete and included at the sensational "fifty-six-fifty" price.

You will easily save twice the cost of this fine machine while paying for it. A beautiful modern table model with fine motor and speed control. See it today.

Sew and Save **$1.00 A WEEK** *A Year to Pay*

Greatest Values Yet Offered!

DRESSES

From Higher-Priced Lines and Special Sales **$4.88**



Not a dress in the lot sold for less than $7.90, and the majority are worth a great deal more! Of georgette, flat crepe and other fashionable silks, in navy, black and the new high shades. This season's smartest styles. Sizes 14 to 20 and 36 to 44—40 to 50.

Entire Stock **Better Dresses 1/2 Off**
Formerly $29.50 to $69.50
Now $14.75 to $34.75

We Do Not Penalize Our Friends by Adding Interest or Extras to Our Budget Plan

MORE THAN 1,000 PUPILS PROMOTED TO CAPITAL HIGH SCHOOLS

PUPILS ADVANCED IN CITY'S CLASSES

McKinley Leads With 348 Candidates for Admission as Semester Begins.

252 WILL GO TO CENTRAL

More than 1,000 pupils of Washington schools will enter the high schools of the city Friday, according to an announcement issued yesterday at the office of the superintendent of schools. Of these, approximately 157 will go to Business High School, 252 will go to Central High School, 208 to Eastern High School, 348 to McKinley High School and 198 to Western High School. Graded schools are graduating 718 pupils, while the nine junior high schools are sending ahead 445.

The complete list of pupils to be graduated follows:

Columbia Junior High.

To Business High School — Leon Benstad, Clara E. Facey, Richard A. Geraci, Rebecca Goodman, Milton Jacobson, Frederick Kitchener, Irving Lean, Julia Mackenzie, Theresa Marshall, Ruth Miley, Sara Pekofsky, Margaret M. Salyers, Helen Scrivener, Pauline E. Stoddard, Mildred Studds, Sara Weiss.

To McKinley High School—Lawrence Bower, Russell Kelsey, Frank L. Kenney, Arthur Lowe, John Rammer, Hyman Sapoznick, Rea Shafer, Woodrow Storey.

To Western High School—Theodora Aschenback, John A. DeLathouder, Elliott Osgood, Robert Sherwin.

To Central High School—Manuel Auerbach, Abbie C. Cammack, James Duncan, jr., Julius Epstein, Gordon Fidler, Louis Flagg, John R. Graham, Alberta A. Heale, Benjamin T. Hynson, jr., Polly H. Mayhew, Beatrice Schwartz, Nathan Schwartz, Richard B. Stewart, Gene C. Swift, Abraham Zukerman.

Langley Junior High School.

To McKinley High School—Preston Bauman, John Wilson Baxter, Wilmer Franklin Bennett, Carl Simms Blankenship, Florence Marguerite Brill, Hilbert Sanford Browne, John Warren Callahan, Samuel Cherkasky, John Manuel deBettencourt, John Henry Fries, Wyatt Clifton Garrett, John Thomas George, Charles Nelson Gregory, Edward Leslie Herbert, Elmer Hipsley, Willard Haylor Huntemann, Marion Florence Huntley, Beatrice Evelyn Kendall, Catherine King, Dixie Leath, Charles William Leavell, George Earnest Matthews, Robert Austin Maxwell, Alma Laura McCubbin, Dorothy Dolores McGonigal, Lucy Ellis Metcalf, Lillian Elizabeth Murray, Anna Frances Pence, Marie Preston, Joseph Rapaport, John Walker Robertson, William Robert Shelton, Russell Newton Shewmaker, Mark Allison Smith, Ruth Janice Talbert, Fred Austin Taylor, Alfred Wardell, Dorothy Weber, Claire Eleanor Wheeler, Gwendolyn Annie Willis, Dorothy Alice Wilson, Edwin Joseph Yerak.

To Business High School—Katherine DeVerba, Jennie Friendson, Ruth Lucille Herbert, Bernard Henry Hohman, Esther Kaplan, Mary Joan Kelliher, Dorothy Elizabeth Lowe, Margie Lee Martin, Charles Woodrow Mullican, Hugh Tiffany Peck, Dorothy Elizabeth Pendleton, Evelyn Josephine Register, Marion Eileen Sill, Mary Isabelle Stant, Lawrence Eppa Towles, Frances Helen White.

To Central High School—John Conrad Bonnet, Norman William Ditzler, Nathan Goldman, Josephine Guiffrida, William Howard Moran, Leon Reikes, Joseph Sitnick, Harry Val, Charles Dunkhorst Weber.

To Western High School—Dorothy Frances Dowden.

Graduating, but not going to high school—Philomena Margaret Berell, Anna Hier.

Macfarland Junior High School.

To Business High School — Abraham Alenstein, Edward S. Kness, Martin McDonnell, Sophia Birckhead, Loretta Burke, Catherine Doonis, Aleathea Heholtz, Hannah Miriam Friedenberg, Elizabeth Frances Hansen, Gladys Virginia Johnson, Nathalie Irene Johnson, Adele Russell Kline, Jeanette Leon, Mary Catherine Murray, Dorothy Eleanor Myers, Berniece Blanche Peters, Freda Ring, Rebecca Rose Roffeld, Helen Silva Silverman, Ida Jeannette Silverman, Mabel Middaugh Singleton, Lucille Virginia Straughan, Ann Elizabeth Thatcher, Lucia Edna Walker, Clara Marguerite Zimmerman.

To Central High School — Clarence William Armstrong, William John Armstrong, Milton Brokmeyer, Arthur Savin Embrey, Jack Felstein, Donald Hugh Fitzwater, Albert Goldblatt, Leon Helfgott, Austin Earl Hollway, Saul Holtzman, Charles Hyder, Max Kay, William Moore McKay, Leo Schloss, Henry Doeller Severn, Clifford B. Smith, Milo Wilcox Sonen, Arthur Henry Stein, Socrates James Thomas, Charles Bancroft Thompson, Charles Woodrow Trotter, Esther Ida Balterman, Louise Elizabeth Birchtold, Mildred Cecelia Brooke, Charlotte Esther Carliner, Marie D'Elia, Elise Demaray, Mary Caroline Dixon, Rita Fogle, Mina Gardner, Elizabeth Lorraine Gerard, Elizabeth Hunt Hopkins, Elizabeth May Howard, Laura Imogene Kincheloe, Elizabeth May Lindsay, Kathleen E. McCormick, Margaret Helene McReynolds, Marjorie Elizabeth Morales, Helen Nachman, Mary Estelle Pearson, Mary Louise Phipps, Esther Merick Smith, Adelaide Bricker, Ellicott Valentine, Theodore Ward, Alfred Weinberg, Edward Norman Wills, John Randolph Wilson, Catherine Gertrude Youngkin, Amy Zukoff.

To McKinley High School—William Baker, Frank Ciarrocchi, Harry Crow, Myer Eildenhorn, Harry Burnley Gretz, Mason Hart, Irving Hebling, Leonard Henry Heitmuller, Bernard Brandt Hillyard, May Wilson Koontz, Robert Melpolder, Dante Radice, Gregg Rhodes, Charles August Ruebsam, Charles M. Murray, Sarah Ann Aman, Frances Fellows, Lorraine Hardy, Ernestine Boffler, Virginia Nancy Macomber, Alice McPherson, Delores Messick, Elinor Sgueo, Louise Kent Shepherd, Eva Jeanne West.

Western High School—Roy Cleveland Reifebower, James Schick, Helen Elizabeth Dugan, Anna Marie Quirk.

Schools Outside District of Columbia—Charles Pascal, Rosella Catherine Taggart.

Brightwood Junior High School.

To Central High School—Harold Brooks, Russell Chum, Robert Demorest, Charles Gebhardt, Louis Gunn, Robert Haas, Norman Hobbs, Willard Oftedal, Franklin Robertson, Floyd Shrider, Byron Sedgwick, Eugene Wooden, Betty Allerdeck, Ruth Butler, Lorraine Craig, Louise Dyer, Sarah Louise Kramer, Georgiana Lightfoot, Ruth McCrory, Romaine Weeda, Julia Neff, Carolyn Van De Vanter, Helen Whitmer.

To McKinley High School—William Andre, John Ehrmantraut, Walter Marker, Herbert McCullough—Frank Klingner, Elroy Smith, Roy Thomas, Elizabeth Mayo.

To Takoma-Silver Spring High School—Roger Pritchard.

To Western High School — Barclay Norman, Robert Eastham, Mary Grumby.

Powell Junior High School.

To Central High School—Marie Louise Baldwin, George Willard Bixby, Louise Dorothy Cohn, Wanda Christine Colter, Harold Conaby, Elwood Edwards, Helen Louise Fisher, George Hamlin, Hollie Shirley Hamlin, Rodney Hart, William Johnson, Sylvia Kaplan, Seth Lewis, Walter Cargill Lockhart, jr., Upton Beall Mackall, jr., Kenneth Mannakee, Billy Martin, Richard Maurer, Betty Ameila Mears, Frederick Archie Meatyard, jr., Catherine Mullikin, Frank Kenneth Pierson, Effie Stewart Reynolds, Thomas Reynolds, jr., Arthur Lewis Weller, George Alfred Wey, Burton Whipp.

To Western High School — Virginia Denny Birgfeld Evelyn Brent, Mary Virginia Burr, Wilbur Garrett, Mary Delia Nichols, Kathryn Marie Ternune, Elizabeth Louise Tubbs.

To McKinley High School — Frank Louis Corrado, Raymond Sisler, Paul Steinman, Millard Fillmore Zepp.

To Business High School — Pirie Blaisdell Baer, Aileen Prowd, Annette Roberta Hoover.

To school in New York—Cyril Rosen, Eugene Victor Rosen.

E. V Brown.

To Central High School — Philip Burka, Bolivar J. Lloyd, Robert C. Nixon, Richard B. Owen, John Voustoudig.

To McKinley High School—John B. Clapp, Robert L. Eller, John A. Keneipp, Stanley H. Taylor, Bruce W. Taylor.

To Western High School—Randal B. Adams, Raymond Berthrong, Otis B. Johnson, W. Pyhe Johnson, A. Macfariane Knappen, James E. Mather, George D. McAfee, Alva G. Nye, John W. Ray, Stanley K. Scheibe, David W. Ward, John A. Yznaga, Nancy L. Brehm, Elizabeth W. Catron, Margaret H. Clark, Mary H. Clapp, Janet V. Crandall, Florence B. Eslin, Margaret L. Gaddis, Mary D. Holler, Mildred B. Klein, Dorothy W. Lee, Marion Maynard, M. Margaret Mowen, Sarah L. Potbury, A. Cornelia Roberts, Eleanor R. Robinet, Dorothy R. Roudabush, A. Mary Smith, Flora E. Waldman, Kathryn M. Wells.

Curtis.

To Business High School—Sylvia M. Aaronsor, Louise M. Batt, Elizabeth E. Brewer, Margaret W. Bromley, Agnes M. Faunce, Alicia V. Finley, I. Bernice Gates, L. Eloise Gill, Thelma P. Kenney, E. Arline Leger, Josephine H. Lucas, Evelyn L. Sellers, Lollie I. Street and Gertrude H. Wallace.

To Central High School—John L. Dorsey.

To McKinley Manual Training—William A Athey, L. Kendall Croson, William G. Howard, J. Allen Marceron, jr., William Rosenthal, Solomon Shapiro and Joseph H. Stombock.

To Western High School—Dorothy R. Boree, Hazel M. Cardwell, E. Irene Follin, Theresa L. Hongell, Catherine E. Rohrer, Winifred R. Sias, Sedah L. Ward, Molly P. Williams, Henry O. Becker, W. Vincent Bour, A. James Embrey, jr., Robert E. Fletchers, Charles B. Miller, James H. Miller, James M. Mullen, Alfred J. Oddone, Paul V. Snow, Theodore Shapiro and Maurice M. Sullivan.

Unassigned—Frederick H. Flaharty.

Grant.

To Business High School—Marie Bellas, Bessie B. Chadwell, Helen Tilman, Esther V. Ingalls, Clara G. McGovern, Rosalie M. Pirrone and Ethel Susser.

To Central High School—Isadore Kaplowitz and Louis Welsblatt.

To Western High School—Mary J. Head, Travers W. Gardner, Charles E. Reynolds and Dorothy B. Young.

Jackson.

To McKinley High School—Beatrice E. Pease, Joseph A. Hall, Samuel Lasky, Wilbert R. Perry.

To Western High School—Lenora R. Easterson, Elizabeth P. Ploegel, Eleanor Harris, Caroline V. Hereford, Dorothy A. Hereford, Mary S. Hunt, Helen M. Lenehan, Frances E. McCaughey, Evelyn L. McDowell, Rita M. Miller, M. Madalin Morgan, Ruth E. Morrison, Anna L. Nichol, Evelyn Patterson, Elizabeth J. Rickard, Robert W. Buckham, Richard Canham, William N. Cohill, Francis J. Eckloff, Stephen P. Hackett, Daniel R. Howard, George G. Lenehan, Maurice B. Sinsheimer, H. Leroy Weaver, H. Foster Wilkinson, jr., Winthrop C. Wolfe.

J. F. Oyster.

To McKinley High School—Hyman Kossow, Irving Sherwood Lichtman.

To Western High School—Reginald Edward Fennell, Marshall Crapon Guthrie, Elizabeth Garmen Hall, Margaret Stanley Hall, Elizabeth Schaefer Johnston, Ruth Tracy Johnston, Elizabeth Billingslea Robins.

Tenley-Janney.

To Business High School—Fern Atkyns, Roland Daniels, Catherine L. Houser.

To Central High School—Morris L. Harry, Charles W. Shuffle, Frances M. Smith.

To McKinley High School—J. Bernard Duvall, H. Clyde Hopkins, Elva D. Robey, Robert P. Lathrop, Joseph J. Miller.

To Western High School—Eleanor L. Albaugh, Harold E. Boesch, Robert J Burdette, Francis C. Burrows, Ione L. Casto, Helen F. Decker, Charles W. Fletcher, W. Ralph Gray, George W. Habicht, Norman R. Hagen, Russell J. Harry, Kenneth M. Huddleson, Beverly M. Jennings, Willard R. Jones, Mary E. Keeler, Eileen J. Kilimon, Clayton D. Loughran, William W. Moses, Dorothy E. Moulton, James E. Parker, Henry W. Zachman, Agnes C. Zens.

Morgan.

To Business High School—Mary Stephanson.

To Central High School—Mildred A. Cooper, Amy E. Klawans.

To McKinley High School—Philip M. Davenport.

To Western High School—Rachel Ann Perry.

Brightwood.

To Central High School—Alice Beatrice Alpert, Nora Louise Belote, Elizabeth Hartung, Lucile May Hessick, William John Hickey, Thelma Florence Hockensmith, Theresa Frances Hockensmith, Arthur Kanelopoulos, Katherine Eleanor Kesler, Sydney Leventhal, Charles Harry Mayer, Ralph Edward McAleer, Ellsworth Leroy McIntosh, Marjorie Eleanor Mertz, Swannanoa Grace Parker, Dudley Graham Skinker, Mary Margaret Strong, Melba McLaurin Thomas, Doris Wulff.

To Business High School—John George Adams, Frances Cohen, Romaine Sullivan Jones, Bella Sarah Kessler, Elmer Gist McKimmie, Dorothy Mildred Poole, Gladys Jane Tabinsky.

To McKinley High School—Harry Payne Bergmann, Bernard Elmer Griffis, Adolph Lurig, Albert Russel Nelson, William Addison Stillions, Benson Oliver Walker.

Hubbard.

To Central High School—Wade Bryan Cundiff, Hazel Marie Easly, John Carl Eckhardt, Dorothy Eckloff, Margaret Florence Fera, William Hawley Garren, Maria Louise Haeringer, Gladys Thelma Jones, Alvin Irving Kay, Frank Kocais, Florence Elizabeth La Scola, Lorraine Goldsmith Leon, Edna Mae Miller, Rebecca Ann Paugh, Beatrice Frances Phelps, Margaret Juanita Rapee, Donald Joseph Raub, Mark Twain Reinhart, Jean Roberts Rozzelle, Walter Kenneth Scott, James Morrison Smith, Agnes M. Muntz, jr., Myrtle Romaine Stevens, Virginia Peck Tate, Wilhelmene Warnick.

To Business High School—Charlotte Beaumont Bailey, Mary Sue Mothershed, Bertha Louise Oakley, Margaret Smith, Edna Mae Stein, Jeannette Wolowitz.

To McKinley High School—James Randolph Keeton, William Aubrey Prince, Wilson Leger Scruggs, John Bowles Trundle, Robert Wray.

Takoma.

To Central High School—James Ferry, Danyse Hutchison, Margaret Hutchison, Lois Judge, Carol Little, Virginia Martin, Harold Moorman, William McNary, James Parsons, Mildred Smith, Wood Thomas, William Winship.

To McKinley High School—Flora McKenzie, Doris Renneberger, James Sampselle, Theodore Wright.

To Maryland High School—John Mygatt.

Keene.

To Business High School—George W. Astlin, Eleanora A. Burgess, Nellie V. Carruthers, Mabel M. Perone.

To Central High School—Thomas H. Council, Bertha Lacey, Ernest Underwood.

To McKinley High School—Thomas Garton.

John Burroughs.

To McKinley High School—Elmer Breen, Katherine E. Caden, Evelyn R. Coakley, Thelma V. Counts, Catherine E. Edelblut, Margaret L. Grossman, Frederick B. Haskell, Howard J. Haynes, Helen L. Kushner, Lloyd L. Llewellyn, Elizabeth H. Middleton, Helen M. Pratt, Melba M. Price, Martha H. Quinn, James B. Robinson, Evelyn A. Ross, Elinor F. Scott, Helen L. Terivisse, Nicholas C. Western.

To Western High School—Ruth E. Stone.

Gates.

To McKinley High School—Daniel de Fabio, Joseph D. Gordon, Charles W. Gosnell, Louis T. Hayman, James B. Hooten, Anthony D. DeLeonebus, Lester A. Levy, Herman Lewis, Albert Litoff, Carl D. Mace, George Moy, Wilbur T. O'Brien, Vincent J. Peruzzi, Thomas N. Rosa, Estaleen C. Orndorff, Gwendolyn A. Snuggs, Vera B. Taylor, Mary L. Vaccaro.

Business High School—Preston Poole, Evelyn B. Grady.

To Eastern High School—Joseph A. Grasso, Mario F. Gregorio, Annie M. Bryant, Virginia M. Connery, Helen V. Hoover, Ethel J. Smithwick, Helen M. Werner.

To Central High School—Beatrice Hunter, Mary A. Hunter, Evelyn A. Lingebach, Hilda R. Lingebach.

Unassigned—Charles E. Battenfield, George C. Elliott, Mildred S. Davis, Lucy M. Rinaldi, Rose L. Santilli.

Langdon.

To Business High School—Clara Rose Sherzey, Florence M. Cumberland.

To Eastern High School—Mildred A. Higdon.

To McKinley High School—Thelma H. Anderson, Isabel I. Cunningham, Frances E. Dunn, Maria J. Libonati, Margaret E. Sniffin, Helen B. Vincent, Ruth P. White, Mary M. Ryan, Lois A. Van Wagenen, Gertrude L. Wilcox, Betty May Miller, Richard E. S. Boss, Harold E. Caldwell, Dale Valentine, Charles W. Mourhess, Raymond Colvin, Frances R. Howard, F. Boyd Caldwell.

James Monroe.

To Business High School—Florence Baker, Fannie Becker, Sarah Bergling, Philip Boss, Catherine Capone, Paul W. Curtin, Margaret Hall, Ruth Tenn, Virginia White.

To Central High School—Vincent Girardi, Bernard Katzen, Frank Marino.

To McKinley High School—Sam Denenberg, Horace Euselman, George Heflin, Albert Tievsky, William Wilson.

Parkview.

To Business High School—Mabel C. Adams, Leah A. Angermann, Joseph M. Basso, Marian L. Bradburn, Eleanor P. Callan, Angelena L. Delbechio, Sarah Ehrlich, Sarah L. Greer, Mary T. Hoy, Helen V. Rendall, Ada Lubin, Mildred M. Meyers, Lois V. Payne, Mildred L. Rhodes, Rose F. Rosenberg, Benjamin F. Saunders, Frederic M. Taylor, Lorraine M. Thompson, Margaret L. Veit, Margaret A. Warfield, Ethel E. Weinberg.

To Central High School—M. Aileen Bradley, Robert W. Carney, Lucille Faris, Eleanor G. Hill, Naomi A. Johnson, Margaret R. Matheny, Thelma O. Penn, Sidney Poretsky, Sylvia L. Walker, James H. Sibbet.

To McKinley High School—W. Royce Beall, Theodore L. Benz, Robert Botkin, R. Emmett Buscher, Randolph C. Carter, Lester M. Chewning, Vero R. Coeso, M. Bernice Driessel, Ila C. Eveler, John B. Kirby, Lawrence B. Le Fever, Mildred W. Meyer, Raymond R. Mills, Abraham Pekover, Charles W. Shepherd, William Silverman, Theodore R. Wellens, Raymond B. Wells, John L. Whipp, Charles L. Witmer.

Unassigned—Vera E. Garner.

Maury.

Eastern High School—H. Howard Franklin, Joseph J. Howard, Earl L. Schivier, George T. Smith, Mervin F. Unklesbee, Richard F. Utz, Madeline M. Constable, Ruth E. Geiger, Agnes M. Richardson, Margaret V. Unklesbee, Evelyn A. White.

To McKinley High School—S. Price Clapper, Edward K. Duckett.

Kingsman.

To Eastern High School—Ward H. Beall, Norris J. Conklin, Philip J. Crossfield, James B. Dike, Leonard Grunberg, Earl C. Gilbert, Maurice Geiger, William H. Helms, Herbert Lant, William C. Leapley, Clarence B. Lyons, William J. Mayo, John J. Pistell, Charles M. Peterson, Edward W. Reeves, Maurice F. Riddlemoser, John J. Tripp, Albert J. Waters, Lottie C. Brown, Evelyn C. Burns, Evelyn L. Cochran, Vera E. Click, Marguerite N. Hamilton, Helen Magee, Ruth B. Nordstrom, R. Edyth Priddy, Ruth T. Rupert, Delsie E. Ryon, Sarah A. Wiles, Lillian E. Wild, Roberta A. Young and Olive C. Zanelly.

To McKinley High School—Kenneth D. Brown, Everett B. Terry and E. Sophronia Walsche.

To Business High School—Margaret E. Cooksey, Lelia L. Timmons.

Unclassified—F. Elbie Butler.

Pierce-Webb.

To Business High School—Violet V. Steele.

To Eastern High School—Emma G. Bell, Dora L. Burroughs, Mary E. Darr, Harvey E. Fenstermacher, Grace D. Golihew, Robert O. Hand, Richard J. Latona, Joseph W. Lowry, Helen A. Shackelford, Phyllis G. Shank, Marie E. Wagner, Margaret A. Warner.

To McKinley High School—Arnold Noockogey.

Pierce.

To Eastern High School—Sam H. Brennan, Samuel Feldman, Harry Furash, Lloyd A. Harding, George W. Howlin, Charles W. Hudson, David Kaplan, John B. Daly, Francis J. McGrath, Christian Schlosser, Richard G. Thomas, Edward H. Wolfe, Helen E. Biggs, Marion Birckhead, D. Elise Bray, Nellie B. Frazier, F. Frances Salloom, Margaret J. McCormick, Lena Sotzsky, Henrietta M. Muldoon, Thelma M. West, Edna H. Yesbek.

To Business High School—Christina Bello, Helen Scheuch, Frances Kerr, Theresa E. Russell.

To McKinley High School—Harry W. Latchford, Mark M. Obold, Virginia F. Saunders.

Wheatley.

To Eastern High School—Carmilla M. Belintende, Ruth H. Bowman, Lucille M. Corrado, Frances E. Day, Angelina M. D'Orto, Margaret Y. Draper, Alma H. Farmer, Norman W. Farmer, Helen G. Foster, Harry A. Lanahan, Lucille V. Lynch, Elizabeth L. Marseglia, Dorothy L. Rinck, Elizabeth D. Thomas, Gertrude E. Wenzel, Margaret Wells, William K. Wonneberger.

To McKinley High School—Edward L. Ford, Roy S. Poynton, Mary J. Rudosill, John W. Sadler, Cornelius F. Sullivan.

Unassigned—Guy Glove.

Randle Highlands.

To Eastern High School—Dorothy E. Aburg, Teresa E. Bankston, Lawrence D. Beardmore, Florence L. Cox, Kenneth J. Graf, William A. Jones, Woodrow W. Mangum, William M. Perry, Earl W. Young.

Unassigned—Mary G. Dixon, George L. Dietl, Olive E. Litz, Frances B. McWilliams, Vernon C. Richardson, Eugene W. Shackency.

Lenox.

To Eastern High School—Genevieve A. Davis, Thelma V. Morgal.

To McKinley High School—Clyde B. Cooper, Minnie M. Day, Joseph G. DeMisa, Clinton W. Goodman, Edwin E. Greigg, Melvin C. Inacos, James A. Mayhugh, Joseph A. Meyers, John H. Moreland, James Mulloy, Harry Schlosburg, Albert Tucci, Lloyd T. Weaver.

Congress Heights.

To Eastern High School—Esther G. Day, Katherine E. Lugenbeel, Ida M. Newton, Kirby B. Payne, Burdette W. Righter, Warren A. Sanford, Montgomery H. Stubblefield, Frederick J. Wahler, Lloyd G. Wineland.

To Central High School—Bethel C. Marmion.

To McKinley High School—Amon C. Miller, Lillian L. Osborn.

Brent.

To Eastern High School—Archina A. Aquilino, Louis Berlinsky, Philip G. Bryde, Margaret M. Burke, Ruth M. Conner, M. Elizabeth Curran, Vincent DeFrancisco, Dorothy E. Gleason, Catherine M. Italino, Milton L. Kines, Willard J. King, Richard F. Lamb, Bessie Pruss, Bernice E. Scott, Oscar H. Taylor, Marvin G. Thomas, M. Elanor Walker.

To McKinley High School—Don. L. Griffith, Albert D. Maddox, H. Melvin Redmiles, Elmer H. Uebele.

Health.

To Business High School—Leona R. Statkus.

Gales.

To McKinley High School—John H. Craig, John O. Lutton.

To Western High School—Richard P. Stockton, Nathan Kobernick.

To Business High School—Bernard Pollinger, Edward McGraw.

Americanization.

To Central High School—Edna L. Feldman, Theresa Feldman, Justine M. Thrift, Charlotte S. Wallace.

To McKinley High School—Emilio Montella.

Ketcham-Van Buren.

To Eastern High School—Alfred B Carter, Thomas H. Davis, Louise E. Davis, Sadie Levy, Frank G. Lindsay, Chester G. Sydnor, Warren F. Taylor, Joseph L. Thorne.

To McKinley High School—Albert H. Chace, Alfred L. Stevens, Clyde E. Wiley.

John Eaton.

To Central High School—John Robert Wells, Hester Merritt Rayner, Viola Richter.

To McKinley High School—Clarence Edwin Bell, Sheridan Ferree, Joseph Furr, John Moore, Russell Verbrycke.

To Western High School—Carl John Langmack, Malcolm A. Levi, Robert Sanford Osborne, Harold Francis Pellegrin, Louis Franklin Rice, Robert Keirle Stewart, Charles Wilbur Thomas, Martha Lee Bowman, Anne Claude, Mary Aimee Hall, John Caskey, Ilier Fairchild, George Griswold, Russell Hetherington, James Lampe, Laidler Mackall, Harry Riley, Fletcher Tilton, Lois Jean Teoka Bandholtz, Clara Jean Langmack, Louise Marten, Janet McCallum, Dorothy Vivian McDonald, Ruth Minerva Merwin, Isle Ernestine Marie Prassinagg, Martha Frances Roth, Carolyn Pierpont Milbourn, Margaret Ellen Williamson, Martha Brawner, Alice Freeny, Dorothy Gawler, Shirley Hayes, Frances Henderson, Eleanor Poole, Alethia Robinson, Roberta Rouzer, Margaret Sanford, Sallie Stearns, Wilma Witherow.

Henry D. Cooke.

To Central High School—Louis Hutchins, John Kemon, Harry Lamson, George Pare, Margaret D. Havener, Helen N. Thomas, Carl C. Cook, Attilio B Falcone, William Gorewitz, Gladys M. Harrison, Emily W. Johnston, Mary L. Koundouriotis, Edith H. Laws, Mary E. Moore, Jane Grey Walters.

To Western High School—Helen L. Armstrong, Frances R. Brainerd, Margaret Mahin, Elizabeth Williams, Madelina R. Daidone, Vivian D. Reed.

To Business High School—James Taylor, Eva Gorman, Mary V. Lipphard.

Unassigned—Elizabeth V. White.

Force-Adams.

To Central High School—Allen R. Groom, Roger W. Stoner, Domenico Cataldi, Mario J. Geraci, Samuel Klaben, Roderick B. Royce.

To Western High School—Quarles J. Brown, Vera A. Hanson, Evan H. Humphrey, jr., Lawton E. Inabinet, James F. Johnson, jr., Harriet M. Kerschner, Jane S. Kromer, Anna L. Meyers, Evelyn L. Morgan, Betsy V. Van Voorhis, Genevieve A. Wood, George F. Mahoney, Roberta I. Nagle, Raymond E. Lewis, Hugh B. Meloy, Mildred E. Becker, Doris Holland, Hilda M. Shannon, Ann Tharin.

To Business High School—Elizabeth I. Bryon, Jacob Chernikoff, Julia D. Kosmas.

To McKinley High School—Andrew Adam, R. Hugo Brooks, Carroll W. Shoemaker, John S. Jacobsen.

Brookland.

To Central High School—Dan J. McKenna, L. Calvin Osborn, Donald W. Richardson.

To Business High Scool—Angelina M. Bocabella, Cecilia F. Bocabella, Helen F. McIntosh, Helen R. Snebkert, Virginia M. Wells.

To McKinley High School—J. William Cotter, Leland V. Cox, Evelyn M. Glasscock, John F. Hallock, George F. Harting, C. Paul Merillat, Frederick W. Nau, Ethel C. Trainor, Marian Boswell, Theodore C. Barnett, Millard E. Carlton, Eugene C. Draley, James B. Edmunds, Thomas J. Fentress, Frances M. Ferguson, Kathryn A. Gillis, Marjorie B. Henry, Eleanor M. Higgins, Richard H. Hoagland, Aramay Hoover, Walter D. James, Edwin P. Perry, James Shanahan, Eloise D. Snyder, Miriam I. Stackhouse.

Pupils promoted to colored high schools are included in the following list:

Francis Junior High School.

To Armstrong High School—Earl Joseph Carey, Edward Charles Henry Chives, jr., Louis Clarke, Joseph Richard Frazier, Lawson Horace Green, Hillery Kenneth Hamilton, William Henry Jackson, Philip Jenifer, William Aubrey Johnson, Thomas Edward Killgo, Toussaint L'Ouverture Mayes, Augustine Edgar Myers, Rudolph Thomas Neal, James Edward Phillips, Oscar Howard Piper, Lyles Roberts, James Milton Simpson, Emmett Elmore Steiner, Wilbert Allen Talbert, Nathaniel Evon Taylor, Franklin Samuel Waters, Charles Hatton Watts, George Wilber, Raymond Oliver Williams, Reginald Sylvester Williams, Wilbourn Wilson, Viola Alexander, Ruth Irene Allen, Lillian Lott Duvall, Aletha Virginia Jackson, Helen Pauline Jenkins, Anna Corinne Mason, Evelyn Hazel McLeese, Emma Lee Morris, Thelma Elizabeth Sheiman, Burnell Stoakley, Bessie Estelle Taylor, Lillie Mae Thomas, Deloris Catherine Wildy and Dorothy Cecelia Williams.

To Cardozo High School—Mable Elizabeth Austin, Corinne Elizabeth Bassett, Theresa Mae Carr, Mary Anna Furbush, Catherine Audry Hunter, Alma Bernice Johnson, Margaret Vera Peters and Fannie Margaret Stewart.

To Dunbar High School—Ernest Wells Anderson, Thomas Edward Colbert, Paul Cromwell Honesty, Clifford Johnson, Charles Louis Lomack, Madeline Anderson, Edna Earl Brown, Beatrice Elizabeth Buckner, Beatrice Evelyn Christie, Bernard Julius Smith, Walter Elmer Williamson, Viola Clementine Eighmie, Evelyn Annette Hunter, Pattie Mary James, Vertina Elizabeth Johnson, Edith Mae Kave, Alma Mae Lassery, Ethel Mable Lowery, Marguerite Alicia McAfee, Esther Kannaugh Pettie, Hilda May Ponsyer, Ollie V la Roberts, Pauline Aurelia Spriggs, Dorothy May Stevenson, Beulah E. Washington, Bernice Elizabeth Wood, Anna Louise Wyles and Anna Marie Young.

Randall Junior High School.

To Armstrong High School—Herman Lee Baltimore, William Russell Jones, Viola Irene Baltimore, Murial Antoinette Carroll, Margaret Theresa Gaines, Alberta Elizabeth Liverpool, Adelle Agnes Nelson, Pearl Ward.

To Dunbar High School—Milton Joseph Jones, Harold Uber Robbins, Margaret Ashton, Marion Beatrice Gatewood, Estelle Zoline Tobias.

To Cardozo High School—Nathaniel Tyson, Frank Edward Ford, John William Kittrell, Joseph Francis Prioleau, Gladys Sinclair Harris, Thelma Valtoria Jefferson, Nazarine Sneed.

Shaw Junior High School.

To Armstrong High School—Amy Barton, George Bagby Brown, Mollie Buncombe, Dorothy Bryant, Montroe Dunlap, Charles Edward Foreman, William Edward Harris, Elias Henderson, Thelma Hill, May King, Josephine Lewis, Robert Mason, Edward Medley, Ethel Elizabeth McCall, James Mitchell, John Lewis Paxson, Andrew Perry, Albert Stepney, Melvin Tyler, Bernice West.

To Cardozo High School—Mabel Brown, Emma Ruth Ford, Geneva Elizabeth Hall, Adeline Harris, Catherine Robinson.

To Dunbar High School—Elizabeth Anderson, Clifton James K. Bryant, Beulah Gambell, Geneva Davis, Naomi DuBois, Thelma Falwell, Josephine Farrar, Irene Fitzgerald, Raymond Charles Fisher, Alice Harrod, Helen Harris, Janie Hamilton, Gertrude Hill, William Randolph Jefferson, Archie Gilbert Johnson, Calista Johnson, Cliffie Myers, Gloria Frances Oscar, Mervin Parker, Bessie Robertson, Thelma Scott, William Thomas, Lucile Washington, Vivian Watson, Gwendolyn Winslow, William Oliver Thomas.

Ambush.

To Randall Junior High School—Joseph Duckett, Vincent Hutchins, William Tate, Helen Easton, Agnes Floyd, Aline Gantt, Mary Green, Parra Hill, Marie Hall, Jane Harrison, Evelyn Thomas, Elizabeth Miller, Ruth Ball, Lucille Pierce.

Birney.

Dunbar High School—Cecil C. Gloster, Harold S. Gloster, Floyd C. Patterson, George J. Trivers, Suzanne W. Cook, Vivian H. Lee, Eugenia P. Perkins, Edna E. Pierce, Mabel A. Settle, Ethel W. Tate.

To Armstrong High School—Henry H. Garrison, Joseph H. Higdon, Theodore H. Jackson, Henry C. Thomas, Gilbert E. Watson, Eleanora L. Blackwell, Mary E. Day, Kathleen M. Harris, Jessie M. Jones, Nora E. Sims, Arnetta V. West, Arnice F. West.

To Cardoza Business High School—Rosce B. Pierce.

Burrville.

To Dunbar High School—Edna Salter, Sarah Tate.

To Armstrong High School—Leon Davis, Joseph Hawkins, Leon Rose, Reuben Scarborough, Alfred Terrell, Boyd Washington, Charles Wedge, Dellarine Davis, Mamie Ivery, Mary Thomas, Dorothy Thompson, Edith Ware, Edith Washington.

Lovejoy.

To Dunbar High School—George Elmer Whiting, Josephine Bailey, Juanita Vila Beverly, Hazel Elizabeth Brawner, Pearl Lucinda Cox, Louise Frances Davis, Fannie Isabelle Jackson, Mary Elizabeth Norton, Mamie Smith, Altena Dorothy Thurston.

To Armstrong High School—Alphonso Carpenter, Herbert Philip Diggs, Franklin Marcellus Fisher, Walter Leroy Hammond, James Edward Jackson, Luther Clifton Nell, John Smith, Thomas Leroy Trice, Eugene William Yancey, Marie Anna Carter, Ernestine Naomi Dandridge Eleanora Elizabeth Foreman, Edith Lillian Green, Desiree Videlia Hall, Birdie Holsall, Elizabeth Henson, Eva Estelle Hawkins, Louise Elizabeth Jackson, Margaret Elizabeth Joel, Lola Mae Kirksey, Rosa Anna Kirksey, Inez Jessie Bell McKinley, Mae Lucille Reels, Leona Ernestine Swann

Deanwood.

To Dunbar High School—William Baldwin, Edgar Bernard Dews, Lincoln Wendell Shumate, Margaret Louise Bowles, Annie Viola Easton, Hattie May Kettle, Beulah Inez King, Dorothy Lillian Morrison, Eva Shellman, Dorothy Elizabeth Shumate, Martha Catherine Wilkins.

To Armstrong High School—Raymond Leon Butler, Raymond Allison Cary, Thomas Richard Cary, Thomas Davis, William Henry Hawkins, Charles Phidias Logan, Ulysses James Mackall, Warren Edward Martin, James Benjamin Morris, Conrad Davis Myles, Raymond Stewart, Austin Eugene Sullivan, Thomas Sheridan Turner, Olivia Ruth Bias, Mary Ellen Botts, Bertha Bernice Lucas, Catherine Araminta Pickett, Marie Elizabeth Plummer, Agnes Priscilla Williams.

Sumner.

To Dunbar High School—Herbert W. Hines, William H. Thomas, Edward Young, Grace R. Caldwell, Virginia L. Giles, Edna M. Johnson, Maggie E. Leatherwood, Noramae Rasby, Ethel R. Swann.

To Armstrong High School—Arthur M. Davis, Ralph McKnight.

New Bell.

To Randall Junior High School—George Allen, Garrett Brooks, Randolph Bournett, Lawrence Crawford, James Curtis, Edward George Ernest Henson, Clarence Holmes, Thomas Jackson, Harvey Moore, Everard Muschette, Everett Sescoe, John Tigner, Orpheus Tolson, Bernard Williams, Bertha Barnes, Elizabeth Brooks, Edna Brown, Mamie Brown, Louis Booze, Dorothy Christopher, Thelma Clomax, Mary Ford, Florence Golden, Dorothy Hill, Evelyn Jones, Bertha Lewis, Beatrice Thompson, Faustine Wilson, Lucy Wimbush.

Cardozo.

To Randall Junior High School—William Allen, Samuel Ashton, Eugene Branham, David Cross, Car

SIX MEN SENTENCED TO SERVE 40 YEARS

Thief Who Looted Apartment Houses and Assailants Given Long Terms.

DEFENDANT SHOT AT FOE

Six men convicted of robbery and assault accusations yesterday were sentenced to serve a total of 40 years in the penitentiary by Chief Justice Walter I. McCoy in criminal division of the District Supreme Court.

Three charges of housebreaking and larceny netted Arthur Reynolds, 35 years old, apartment house thief, a six-year sentence. Using a jimmy to gain entrance Reynolds broke into three apartment houses in the Northwest section last July and made off with a total of $350 in loot. Police said he was implicated in several other robbery charges, but he was only indicted on the three accusations.

From Mr. and Mrs. August Freidrichs, of 1476 Newton street northwest, he stole clothing and jewelry totaling $125 and looted the apartment of Mr. and Mrs. Kenneth H. Sheelor at 1000 Rittenhouse street northwest of $200 in gems. He also stole a quantity of clothing at 4800 Georgia avenue northwest. Reynolds admitted his guilt.

The most severe penalty, ten years in prison, was imposed on Allen Mosby, colored, charged with assault with a pistol. During the course of a fight with Guy Baltimore, also colored, on October 28, Mosby fired four shots at his opponent, but none of the bullets took effect.

Walter Settles and John Glenn, both colored, were each ordered to prison for seven years. Settles was sentenced for a charge of assaulting Clarence W. Allen with a brick during an altercation in a coal yard at Four-and-a-half and D streets southwest on December 2, 1927. Allen's skull was fractured by the blow.

Glenn was ordered to serve three and one-half years on each of two charges of housebreaking and larceny. He was convicted of stealing plumbing fixtures valued at $64 from a house under construction at 6430 Eighth street northwest on September 17, and of taking a quantity of paint from the quarters of Henry P. Ames at 4105 Wisconsin avenue northwest on September 14.

Five-year sentences were meted out to James Thomas and Robert E. Young, both colored. Thomas was found guilty of assaulting Alberta Burnett, colored, with a knife on April 18. Young was convicted of robbing Ella Winslow, aged colored woman, of her purse containing $3 at Forty-fourth street and Sheriff road northeast on September 12.

Men Form Committee To Assist Pen Women

An advisory committee of men has been formed in response to the invitation of Mrs. Clarence M. Busch, national president of the National League of American Pen Women, in connection with plans of the league for the building of a memorial clubhouse on the Potomac, on the site of the old Georgetown home of Washington's well-known author of the past century, Mrs. E. D. E. N. Southworth.

Members of the committee are Col. U. S. Grant, director of public buildings and parks; Charles Moore, chairman of the Fine Arts Commission; Horace W. Peaslee, member of the American Institute of Architects, and William Tyler Page, clerk of the House of Representatives. The national chairman of the clubhouse committee for the league is Miss Florence Ward, of the Department of Agriculture.

Coolidge Will Attend G. W. U. Exercises

President Coolidge plans to attend the midyear commencement exercises of George Washington University on February 22, it was announced yesterday at the White House. Mrs. Coolidge also may attend.

Honorary degrees for both President and Mrs. Coolidge have been offered by the university for presentation February 22, but the President has made no definite announcement of acceptance. The titles tendered have not been disclosed. An invitation to address the graduating class is being considered by the President.

Argentine Educators To Visit Capital Friday

A delegation of 22 Argentine educators, visiting in the United States under the auspices of the newly-created Argentine-American Cultural Institute, will arrive in Washington Friday for a stay of eight days. The party will go from here to Pittsburgh. Various activities have been arranged for the visitors.

The institute was formed last year by 100 prominent residents of Buenos Aires interested in cultural progress. It is planned to encourage the exchange of professors and students between the two countries as well as the exchange of collections between libraries, museums and art galleries.

200 at Junior Guild Dance in Parish Hall

Approximately 200 persons attended the dance and entertainment held Friday evening in the parish hall of the Church of Our Saviour, 1616 Irving street northeast, under auspices of the Junior Guild, for the benefit of the church building fund.

Phil Hayden, radio artist, participated in the program. The honor guests included the rector of the church, the Rev. E. H. Stevens, and Mrs. Stevens. Miss Helen Willet and Frank McKenna won prizes in a waltz contest.

666
VS.
INFLUENZA

To combat the flu, take 666 every three hours till it acts well on the bowels, then three times a day. As a preventive, take it two or three times a day. 666 was found to be one of the most effective remedies during the last flu epidemic.



New! Chic!

Squares Scarfs Triangles

Made of a Beautiful Quality of Crepe de Chine, and Very Low Priced at

$1.95 Each

—All the new shapes—oblongs, squares and triangles, in hand painted designs, block printed patterns, in floral and modernistic effects, and combinations of colors to harmonize with the new coats and dresses.

—Double Width Chiffon Scarfs in blocked designs, and in a wonderful array of colors at **$1.95**

Kann's—Street Floor.

"The Busy Corner" **Kann's** Penn. Ave. 8th and D



New Printed Silk Frocks

Misses', Women's and Extra Sizes **$10** *Six of the New Styles Sketched*

Brilliant New Printed Crepes, Flat Crepes, Georgette Crepes, and Satins

—Many of these striking new prints have the popular black notes peeping through the brilliant colors for vivid contrast. There are designs that suggest features of Japan, others that have taken their designs from the icebergs and flaming aurora borealis of the Arctic regions; tailored and dressy models in the smart styles shown, and others.

Predominating Colors Are Wood Violet, English Red, Green, Blue Tones, and Others

Kann's—Second Floor.



Special! 600 Pairs

Smart Low SHOES

$2.98 Pair

—This very comprehensive assortment offers about thirty different new smart styles in satin, patent and tan leathers. There are—

Oxfords
Strap Effects
and Pumps

—Cuban, baby and steeple heel styles. In the combined assortment you will find a size range of 3 to 8, but not all sizes in each style.

—We are also including in the sale 100 pairs of Arch Shoes in satin and patent leather strap and tie models, $2.98 Pr.

Kann's—Fourth Floor.



Special Values in the January

Sale of Lingerie

Pajamas **88c Ea.** *Gowns*

Regular and Extra Sizes

—The pajamas are part of a manufacturer's overstock, and offered very much below real value; in novelty stripes and prints; round, "V" and square necks, button trimmed. Misses' and women's sizes.

—New Porto Rican Gowns of fine nainsook, all handmade and trimmed with crepe de chine and voile applique, hemstitched and embroidered in clusters of embroidery, with contrasting pipings around the neck. The colors are pink, peach and white. Misses', women's and extra sizes.

Kann's—Second Floor.

Imported

Duplex Fabric GLOVES

79c Pr.

—These new imported fabric gloves are smartly tailored slip-on styles, with the favorite Bolton cut thumb, hemmed tops and self-stitched backs. Colors are rosewood, almond, gray and sandal. Sizes 5½ to 8.

Kann's—Street Floor.

Women's Full-Fashioned

Silk Hose

Seconds of a Nationally Known $1.50 Quality

89c Pr.

—Another shipment has been received of this popular silk hosiery. Though called seconds, the imperfections are very slight. They are heavy service weight hose, made for good service, and in the most wanted colors.

Sizes 8½ to 10.

Kann's—Street Floor.



Sale! 2,000 New Spring

Wash Frocks

Women's Sizes Misses' Sizes Extra Sizes **79c** ***New Cotton Prints***

—So new in style, so crisply fresh and dainty that they of themselves will extend a welcome to unexpected callers, or carry a cheery Springtime greeting to the neighbor upon whom you make a morning call. Youthful styles, for misses or women, slenderizing models for the woman who wears an extra size. Trimmed with organdy, self-material or contrasting colors, with short and three-quarter length sleeves. Straightline or basque models.

Kann's—Second Floor.

RIDDLES IN CRIME

THE MYSTERY OF THE CONCERT SHOOTING

By JOSEPH KAYE

Once more the readers of The Washington Post have proven themselves clever in amateur detective work. Solutions for last week's "Riddle in Crime"—"The Secret of the Plane Crash"—show that readers follow the story closely and are accurate in their deductions as to how the author will conclude the story. This week's prize, another book of detective or mystery fiction, goes to F. H. Peters, 600 Girard street northeast, his solution having covered all the details mentioned by the author in bringing the story to a close. Several others were extremely close and the battle each week grows more heated as the fans strive to solve these mysteries.

By P. H. PETERS.

The suspicion that Michael Rodin murdered his copilot, Frank Mann, is not justified by the facts in the case. The enmity that existed, such as it was, was based more on a business rivalry rather than deep personal animosity. Such rivalry seldom leads to grave criminal conduct. Besides Michael was not vindictive or revengeful, it seems, it was Frank, on the other hand, who showed a more treacherous character.

Had Mike deliberately planned the murder in a falling plane he scarcely would have chosen a forest for his landing place, as that increased his own danger, and lessened the certainty of the destruction of the other man. His danger was shown by the accident to himself, an accident which might have proved fatal.

The parachute of Frank was not proved to be unusable, and the fact that it was inspected before the takeoff indicates that it was all right until the accident, as it is highly improbable that Mike would injure it after the flight began, and in such a short while.

Frank's death was not due to blows, which would have followed a quarrel, possible between rivals, as his head was uninjured, but seems to be the result of the piece of iron piercing his body, a result that could not have been foreseen by Mike had he planned to destroy the plane. Failure of the plan would have meant exposure and possibly death to himself.

But the greatest argument against crime is action of human nature of men. When two or more men are working at a task, more or less difficult, especially where there is danger involved, there springs up a fellowship and coresponsibility that prompts a man to aid, not harm, his companion. A man will then even save his enemy. The conversation reported by Mike is much more in harmony with human nature.

By the Author.

Mike Radin was not guilty of any complicity in the death of Frank Mann. The unfortunate occurrence was an accident. The motor had stalled and



P. H. PETERS.

although Mike got clear of the machine as it fell, Mann, most likely because he became entangled in the machine as it tilted over, could not jump and was killed.

This conclusion is the only one possible when we examine the facts. True, the enmity between the men and the climax of Mann's promotion provided a possible cause for a vengeful action on Mike's part; but, if Mike wanted to stall the motor purposely, Mann, sitting at the dual control, would have known of it and could prevent him. Mike might have struck Frank over the head and stunned him but there were no marks to indicate this. Nor could he have attempted to wedge Frank's legs or body without the latter knowing it and putting up a fight, in which case the ship would have got out of control and both men would have had to jump for their lives. That would have saved them both because the parachutes had been examined before the plane left. To continue on this line of argument it might be ventured that had such a fight occurred and Frank knew his parachute was not in working order he would not have jumped but taken a chance at trying to guide the plane to a safe landing. But there was no way in which Mike might have tampered with Frank's parachute. He might have done that if Frank dozed, but they were only two hours out of the flying field and Frank would not have felt sufficiently tired then to doze off, especially with Mike as a companion. Besides, how could he have known his parachute was broken?

Then there is the fact that the plane fell when it was over a large stretch of wooded land and Mike himself was injured in coming down with his parachute. If he wanted to kill Frank, Mike would logically have stalled the motor—or otherwise injured the ship—over level ground where he could have alighted safely. Had he done this the same story he planned to tell would have served equally well and there would have been no risk of injury for him.

(Copyright, 1929, Thompson Feature Service, Inc.)

Readers whose solutions to "The Secret of the Plane Crash" were close enough to that of the author to be considered by the judges were:

Ralph S. Nagle, 2844 Twenty-seventh street northwest.

Herman W. Luth, 2307 First street northwest.

Dorothy E. Nelman, National Military Home, Dayton, Ohio.

Allen Underwood, 2028 Portner place northwest.

E. H. Libbey, 3513 Twentieth street northeast.

A. Geary Johnson, 1718 Nineteenth street northwest.

Harold Moorman, 6905 Fifth street.

L. A. Hartnett, 2902 Tenth street northeast.

Barney Rubin, 3115 Mount Pleasant street.

"The Mystery of the Concert Shooting" is this Sunday's "Riddle in Crime." The scenes are laid in South America with some peculiar twists to the story which are likely to cause considerable worry for readers of The Washington Post who are endeavoring to solve the mystery and win a prize. A book of detective or mystery fiction awaits the reader whose solution is adjudged closest to that of the author. Final paragraphs of today's story will be published next Sunday together with the name of the winner of the contest.

The Facts in the Case.

A very high official of one of the South American republics was visiting Buenos Aires. A local organization in the Argentine capital arranged a gala concert in his hono. at which a number of prominent artists were scheduled to appear. Among them was Luis Granados, a pianist.

The performance had a brilliant setting. The guest of honor sat in a beautifully decorated box on a throne-chair under a golden eagle with spread wings. Many in the audience were distinguished personages and the artists were of a high order.

Half-way in the evening Granados appeared on the platform for a group of four numbers. Three were played finely to much applause and then the pianist began the fourth piece. Those in the audience familiar with piano music noticed that Granados deviated from the printed program. He had substituted an unknown composition for the scheduled Chopin valse.

It was a piece of the bravura type, one of those showy pieces tending to show off all the technique the player possesses. Much of the music was played on the lower section of the piano, and toward what seemed the end, there were a series of crashing chords of deep bass notes.

Suddenly, as Granados brought down both hands vigorously on the lowest keys there was a sound as of an explosion. Few in the audience heard this, for Granados had brought the music to a close in a rousing crescendo. But as the pianist rose to acknowledge the applause, shouts were heard from the boxes and as the audience quieted into an alarmed silence it noticed confusion in the box of the distinguished visitor. In a few minutes the grave-faced president of the organization sponsoring the concert ran onto the platform and in a trembling voice announced the startling news that their guest had been killed. In some way a hail of bullets had suddenly rained down on him, riddling his body.

The audience filed out, shocked and fearful, to be met at the door by a squad of police, who searched each one for arms and arrested those arousing suspicion.

New Device Discovered.

The manner in which the killing was done was mysterious and puzzling until a careful search by expert investigators revealed an astonishing device of death. Above the throne-like chair on which the official had sat there was the large golden eagle before-mentioned. This ornament was found to contain a kind of pistol, the muzzle secreted in the beak of the bird and pointing at the sitter in the chair; the pistol was actuated by an ingenious mechanism which reacted to certain sound vibrations.

Testing this machine, a scientist found what vibrations operated it, and, taking into consideration that the murder took place during the piano numbers, he soon hit on the thought that certain tones of the piano produced these sounds. His theory was correct. Experimenting with a piano he found that the last three notes on the instrument, in combination, produced the vibrations to which the apparatus was tuned.

The case was therefore analyzed as follows: No piano compositions within the ready knowledge of a musician contain the three bottom notes played in chord combination. Such a chord is in itself most unusual and it is equally unusual to find any piano composition using any one of these last notes.

But it was these very notes that Granados must have played, for it was when his piano was crashing out the last bass crescendo that the explosion occurred. Therefore he was playing a composition written especially to contain such notes, and obviously with the purposes of actuating the fusillade. It was also recalled that he had substituted this piece for the one scheduled on the program.

For a motive that would lead Granados to lend himself to this murderous plot it was suggested that he might be one of the late leader's political enemies, of whom there were a large number.

Granados was arrested and held on the charge of participating in the murder.

The Accused's Version.

Luis Granados disclaimed any connection with the killing. He said that on the evening of the performance a messenger brought a package and a note for him. The note was from the president of the organization giving the affair and asked him if he would be kind enough to play at the concert a piece composed by a friend of his instead of one of the scheduled pieces. The package inclose the manuscript of the composition. As a favor, the pianist decided he would play it.

When asked to produce the note, Granados did so. It was found to be a forgery. The pianist then said that if it was he had been deceived and had been used as an innocent tool by the plotters. Neither the writing of the note nor the manuscript of the music could be traced, and there were no fingerprints to lead to an identification.

The Problem.

Do the facts which have been presented here lead to the conclusion that Luis Granados was guilty of complicity in the crime?

Movie Colony's Famous Wampas Ball Called Off

Hollywood, Calif., Jan. 26 (A.P.).—The 1929 Wampas frolic and ball, at which this year's thirteen "baby stars" of fildom were to make their public debut, has been called off by the sponsoring organization. It was understood that financial problems arose which forced abandonment of the ball, scheduled for February 12.

As the result of tickets having been widely sold, and the plans for the frolic and ball having been nearly completed, the cancellation came as a surprise to Hollywood's film circles, members of which annually have crowded the capacious shrine and auditorium to view the Wampas selections of filmdom's most promising young screen actresses.

Racial Stocks in U. S. In 1790 Are Reported

(Associated Press.)

Determination of the proportions of racial stocks in the United States in 1790 was reported yesterday to the annual meeting of the American Council of Learned Societies by a committee headed by Prof. Walter F. Willcox, of Cornell University.

The report found that of the 3,250,000 white persons in this country at that time, 80.7 per cent were from Great Britain and Ireland, as against earlier estimates of 78 per cent. Other proportions were placed as follows: German, 9; Dutch, 3.5; French, 2.5; Swedish, 0.5 and all other, 3.8.

What Today Means to You

JANUARY 27

By MARY BLAKE

"AQUARIUS."

IF JANUARY 27 is your birthday, the most propitious hours for you today are from 9 a. m. to 10 a. m., from 2:15 p. m. to 3:15 p. m., from 6:45 p. m. to 7:45 p. m., and from 10 p. m. to 11 p. m. The danger periods are from noon to 1:15 p. m. and from 4:45 p. m. to 5:45 p. m.

Every one will sense their hearts glowing with thanksgiving today, and the planetary aspects further this feeling. Thank and praise Him, who is responsible for your joys and happiness, and be thankful that you may enjoy the bounties which He has bestowed on mankind.

The child born today will in truth be a gift from God. It will be kind, loving and charitable, and at all times respectful and obedient to its parents. It will always place godliness and spirit before success and prominence and will at all times be a constant source of happiness to those surrounding it.

You have a bright, sunny disposition and a kindly spirit that draws people from all walks of life to you. You are intensely kind-hearted and cannot bear the sight of a fellow creature in pain. Many people are wont to call you feeble-minded, as you are constantly adopting waifs and strays, and doing all in your power to bring happiness and contentment of spirit to those who are less fortunately placed than yourself in life. You have excellent self-control and good judgment and marvelous, well nigh psychic, powers of intuition.

You have many friends, all of whom are staunch and true, and many of whom make you their confidant. You like a pleasant environment and you are forceful enough to eliminate that which is unpleasant and distasteful. You are inordinately fond of literature and music and though you can not be described as a genius in either of these pursuits, you have above the average talent in both.

You have an ideal, happy home life and will receive from your mate a deep constant love. Your home will be the beginning and ending of all your dreams, and your one ambition is to see your family taken care of always.

Successful people born on January 27:

Eli Whitney Blake, inventor.
David McK. Key, lawyer and senator.
Richard Taylor, soldier.
Charles F. Chickering, manufacturer and inventor.
Rossiter Johnson, editor and author.
Samuel Gompers, former President American Federation of Labor.

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Vagrancy Charge Waits on Inquiry

Man, 21, Weeps as He Tells Court He Will Not Let Family Know Plight.

Disposition of a vagrancy charge against James Moore, 21 years old, of Lawrence, Mass., was held in abeyance by Judge John P. McMahon yesterday in Police Court to permit probation authorities an opportunity to investigate a pathetic story told by the young man on the witness stand. The court ordered Moore to Gallinger Hospital for treatment of undernourishment, pending the outcome of the investigation.

Patrolman L. H. Gentry, of the Third Precinct, said he arrested the defendant a few days ago and preferred the vagrancy charge after learning he had no place of abode here and was unemployed. Gentry said the young man gave the name "John Chaney, of Detroit, Mich.," when arrested.

Moore declared he left his home and obtained a job in an automobile factory in Detroit. From there he went to Florida and after losing employment in the South came here. He told the court he was willing and anxious to obtain employment. He wept when speaking of his parents on the witness stand. Rather than let his family know of his plight, "I'd rather serve a thousand years in jail," he told the court.

Moncada's Nephew Becomes Citizen.

Norfolk, Va., Jan. 26 (A.P.).—Samuel M. Moncada, nephew of President-elect Moncada of Nicaragua, and a sergeant in the United States Army stationed at Fort Eustis, was one of the 37 former subjects of other lands who were sworn in as American citizens by Federal Judge D. Lawrence Groner here today. Sergt. Moncada was born in Honduras.

President Will Speak On Budget Tomorrow

President Coolidge will make his last appearance as presiding officer of the Business Organization of the Government at the meeting of the organization tomorrow night at 6:30 o'clock at Memorial Continental Hall, Seventeenth and B streets northwest. He will outline budget plans.

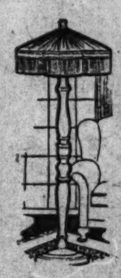
Brig. Gen. Herbert M. Lord, United States Army, Chief of the Bureau of the Budget, will report on budget matters, which will constitute the business of the meeting. The addresses will be broadcast.

Finds a Way to Stop Attacks of Fits

Reports are received of an amazing treatment that epileptics state has proved successful in stopping their attacks. R. Lopez, Apt. 105, 806 Island Ave., Milwaukee, Wis., has been supplying sufferers with this treatment. He now wishes to reach all those who have not been helped and to do so is making the startling offer of a generous treatment free to all sufferers. Any one afflicted should write for this free treatment at once, giving age.—Adv.

NATIONAL

YES! There Are Still Plenty of Unusual Values Left From Our January Clearance!



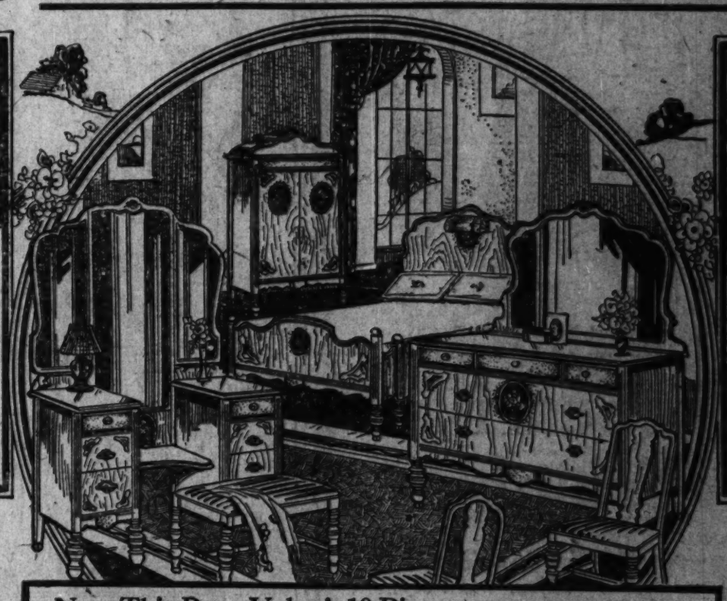
Your Choice Junior or Bridge Lamp $4.90
Wood base and Silk Shade.
$1 Down

$5 DELIVERS ANY SUITE

In spite of the remarkably low prices quoted on this merchandise we will adhere to our usual sensationally easy credit terms.

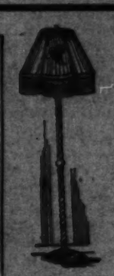
$5 delivers any suite advertised.

The balance on convenient payments.



FREE With the Bedroom Suite at $178.60

You will note that we are including a spring and mattress free. Both of these items are of unusual quality and are not to be confused with the ordinary premium. We fully guarantee them.



Your Choice Junior or Bridge Lamp $6.90
Metal base and Silk Shade.
$1 Down



Room Size RUG Free With Each Suite

Note This Rare Value! 10 Pieces $178.60
Walnut veneered. Beautifully finished. Included are: Bowend Bed, Dresser, Full Vanity, Chifforobe, Chair, Bench, Rocker, Bed Lamp, Spring and Mattress. Truly a remarkable value for the money.
Room Size Tapestry Rug Also Included FREE.



Room Size RUG Free With Each Suite



RUG FREE
This $198 Loose Pillow Arm Suite
A magnificent suite, luxuriously upholstered in beautiful Jacquard velour, with spring-filled seat cushions. Comprises long, deep sofa, roomy club chair and restful easy button back bunny chair.
$149.60
$5 DOWN

RUGS
Entire Stock Reduced

9x12 Axminster Rugs	$24.75
9x12 Fine Velvet Rugs	$23.75
9x12 Tapestry Rugs	$12.75
9x12 Felt-Base Rugs	$6.95
6x9 Felt-Base Rugs	$3.49



RUG FREE
This $239.00 Luxurious Mohair Overstuffed Suite
A magnificent suite, luxuriously upholstered in genuine mohair with beautiful moquette covers on reverse side of spring-filled seat cushions. Comprises long, deep sofa, roomy club chair and restful easy throne chair.
$189.60
$5 DOWN



This $39.00 Circulating Heater $29.60
Has the appearance of a phonograph. Will heat several rooms.



Coal Range $33.60
Carefully made from selected iron castings. Large oven space.



$10 Coal Heater $6.80
Splendid heat giver.



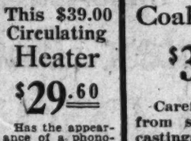
10-Pc. Walnut-Veneer Dining Room Suite
Handsomely finished, with genuine walnut veneer, this 10-piece suite solves your dining room problem. Consists of Oblong Extension Table, large Buffet, closed Server, China Cabinet, Armchair and five Side Chairs. Regularly $189.50.
$139.60
RUG FREE
$5 DOWN



Fiber Stroller $11.90
Strongly constructed.
$1.00 Down



Rocker Oak Finish $3.90
No Phone or Mail Orders

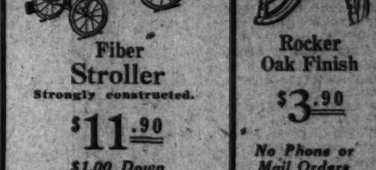


Ivory Enamel Metal Crib $6.90
$1.00 Down



RUG FREE
This $189.00 Bed-Davenport Suite
Mahogany finished carved rails frame; the jacquard velour upholstery of this handsome suite, consisting of full size Bed-Davenport, Armchair and Wing Chair. Loose reversible cushions.
$149.60
$5 Down
RUG FREE

We'll Allow You $5 For Your Old Mattress or Spring



This $10.90 Mattress
Less $5 for old one.
$5.90
$1.00 Down

This $11.90 Spring
Less $5 for old one.
$6.90
$1.00 Down



Cedar Chests
Protect your clothes, etc., from moths.
$8.90
$1.00 Down

Simmons Day Bed
With Cretonne Covered Mattress.
$15.90
Pay $1.00 Down

$12.50 Martha Washington Sewing Cabinet
$9.90
$1.00 Down



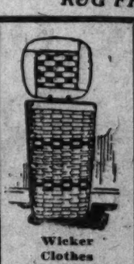
Popular 4-Pc. Bedroom Suite
One of our best values. Comprises full-size Bed, Dresser, Chest of Drawers and Dressing Table. Strongly constructed for years of service and nicely finished in walnut. No rug included.
$49.60
$5 Down



Console Table and Mirror $4.90
Carefully matched and finished in mahogany.



Ironing Board and Electric Iron
Combination Special
$2.49
No Phone or Mail Orders



Wicker Clothes Hamper
Large Size
$1.00
No Phone or Mail Orders.



This $24.50 Breakfast Set
Drop-leaf table and four bow back chairs with center panels. Hard enameled finish in delightful colors. No rug with this suite.
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AMONG THE MUSICIANS

Musical Events This Week

Tuesday—4:30 p. m., New National Theater, New York Philharmonic Society Orchestra; 8:30 p. m., Library of Congress, Gordon String Quartet.

Wednesday—11:15 a. m., Hotel Mayflower, Mrs. Lawrence Townsend's thirty-fifth musical morning, Beatrice Harrison cellist, Harold Bauer, pianist; 4:30 p. m., Poli's Theater, Boston Symphony Orchestra, Serge Koussevitzky, conducting.

Thursday—8:30 p. m., Willard Room, Willard Hotel, Franco-Belgian festival of music, Claude De Bussy program, Elena de Sayn conducting.

By ELISABETH E. POE.

Items for this music column must be received by the music editor of The Washington Post not later than Wednesday noon to insure publication the following Sunday.

IT WAS a wise choice of the inaugural committee to concentrate some of its efforts upon the formation of an inaugural chorus as a part of the festivities incident to the installation of Herbert Hoover as President of the United States. Walt Whitman with prophetic eye saw "America go singing on its way" and the more great historical events are signalized by song the better.

The radio has had a great share in awakening of the musical consciousness of the Nation. Such nation-wide events as Christmas carol singing over a network of stations, popular song programs and similar singing opportunities will do much to organize an unseen chorus of millions of Americans invisible, of course, to one another but all led by the magic of master voices through loud speakers.

The part women's clubs are taking in the musical development of Washington is remarkable. Through this means our local talent has opportunity to exhibit itself and gain the experience which is so great a part of musical success. Heretofore, the churches have been the big medium in which fine voices could find a public. Now with the club programs, the radio and choral and singing groups, there is more chance than ever to get a hearing.

Of making new operas there seems to be no end and coincident with the appearance of the German Opera Company for a brief season in Washington comes the announcement from Berlin of the presentation there of Eugen D'Albert's new opera, "The Black Orchid." The new opera was fairly well treated by the critics of Europe and it was heralded as "American" in type. Whether or not it will survive to be produced in America remains to be seen.

Another delightful treat is promised in the program of Mrs. Lawrence Townsend's thirty-fifth musicale morning next Wednesday at the Mayflower, when Beatrice Harrison, cellist, and Harold Bauer, pianist, will be heard in the joint program. There is nothing lovelier in the field of instrumental music than a duet between a piano and a cello when both are played by master musicians. Therefore music lovers of the city are looking forward with more than usual interest to Mrs Townsend's next musicale morning.

The program is as follows: Aria (Tartini), "A Wistful Song" (Hamilton Harty) and "Humoresque" (Hamilton Harty), Miss Harrison; partita in B flat, arranged from the harpsichord by Harold Bauer (Bach), prelude, allemande, sarabande, minuet and gigue, Mr. Bauer; sonata for cello and piano, in E minor (Brahms), allegro non troppo, allegretto quasi minuetto and allegro, Miss Harrison and Mr. Bauer; "Chant Russe" (Lalo) and "Pastorale and Reel" (Cyril Scott), Miss Harrison; novelette in D (Schuman), "Ondine" (Ravel) and "Barcarolle" (Chopin), Mr. Bauer. Mary Miller Mount at the piano for Miss Harrison.

The Rubinstein Club will include upon its February concert program a group of solos by the well-known local barytone Herman Fakler. Mr. Fakler, it will be remembered, has appeared several times with the Rubinstein Club and has always been accorded favorable comment.

Mrs. Elmer Carleton Smith, chairman of the audition committee, announces that final voice trials before the first concert will be given this week, and she requests that appointments be made immediately by calling Cleveland 2693, apartment 307.

The second concert of the Franco-Belgian Festival Thursday under the direction of Elena de Sayn, at the Willard Hotel, will introduce a composition not heretofore heard in this city: a trio for harp, flute and viola, to be presented by Mme. Suzanne Savoy, Armand Gumprecht, jr., flute, and Lydia Brewer, viola.

Debussy works are noted for their refinement and depth of expression. Among other masterpieces his string quartet will be played by the Elena de Sayn String Quartet. Mme. Savoy will be heard also in "Claire de Lune and Arabesque." "En Bateau," the famous salon piece for violin, will have a novel background, instead of the usual piano accompaniment, the harp. This duet will be performed by Miss de Sayn and Mme. Savoy in the second group on the program.

Educators in the District of Columbia are taking part in the movement for piano class instruction in the schools, according to C. M. Tremaine, director of the National Bureau for Advancement of Music, who today summarized the results of an inquiry recently made among the superintendents and music supervisors in the District.

Four supervisors report that a system of piano class instruction has already been inaugurated in schools under their supervision. In addition requests have been received from nine other school officials for full information about the system and it is expected that its introduction into other schools will soon follow.

Mr. Tremaine's inquiry was prompted by a realization of the increasing sentiment for piano class instruction, and sought to ascertain the real proportions of the movement. Although his letters went out at the height of the school vacation, replies were received from more than 3,372 schools in every State in the Union.

The midwinter concert of the Georgetown University Glee Club, marking its first appearance of the season under the management of Henry Deane Benson, will be held this evening at 8:15 o'clock in Gaston Hall at the college.

For this occasion, Prof. Edward P. Donovan, who has directed the glee clubs at Georgetown for a number of years, has arranged a wide and varied program. Assisting the glee club in this concert will be the Georgetown Collegians, a very efficient students' orchestra under the leadership of Edward Fish. The program, therefore, is made up of vocal as well as instrumental numbers. Mr. Donovan is scheduled for a piano solo.

Perhaps the most interesting number on the program is the Gregorian chant, "Veni Creator," so admirably suited for a chorus of 48 voices, which is the strength of the glee club this year. This is one of the most beautiful of religious themes.

The program will open with Drigo's "Serenade," by the Collegians, who also will be heard in "Rhythm King" and Lampert's "Ce N'est Pas Cheri."

"Sea Fever," by Andrews, an old glee club favorite at the Hilltop, has been included by request, as well as half a dozen new numbers. Two of these new numbers are "Friend O' Mine," by Sanderson, and "Where My Caravan Has Rested," by Lohr. Again the glee club has responded to the popularity of negro spirituals and will sing two of these delightful numbers. Their part in the program will end with a French carol of the seventeenth century and the familiar "Sons of Georgetown."

The officers of the glee club, in addition to Mr. Benson, are J. Frank Wenzler, vice president; William J. McLarney, secretary-treasurer. Robert Bruce is the accompanist for the glee club, and Barnet Breeskin, violinist, will give a solo number.

The chairman of the biennial music contest for students and young artists of Washington announces that there has been a change i numbers required to be sung by dramatic sopranos of the student group. Very few copies of "Knabe and Veilchen" ("Youth and Violets") can be found and the number is out of print. Great concern, nationally, has been manifested by this group of singers over the scarcity, therefore the National Federation of Music Clubs, under whose guidance the contest is to be held, has substituted another number. The song required, instead, is "Fruhlingsnacht" ("Spring Night"), by Schumann.

"Le Clavecin" ("The Harpsichord"), by Paulin, required to be sung as one of the numbers by lyric sopranos, is published in French with no translation, while the rules of the contest require that all numbers be sung in English. A translation has been provided for the federation by Mrs. Arthur Holmes Morse, of Cincinnati, and will be published in all future copies of the contest bulletin. The number, also, was not to be found at the local dealers, but arrangements made whereby it may be obtained at Washington music stores. Eva Whiteford Lovette, local chairman, 1731 Connecticut avenue, will furnish rules for the contest and entry blanks upon written or telephonic request. The Washington examinations will be held during the last week of April. The winners will then compete with the other State winners in the Capital district at Baltimore in May. In June, the national contest will be held at Boston. National prizes total $7,600 in cash awards, besides many instruments and other musical prizes.

Pending the publication of new instruction bulletins the translation of "Le Claveein" is given for the benefit of Washington musicians who may be studying for the contest but who have not as yet filed their applications of entry:

"The old harpsichord long, since forgotten;
Long forgotten and silent.
Thrills at the touch of loved hands on its keys
Finding solace in meditation
At the harpsichord long since forgotten.

"But when the harpsichord, long since forgotten, awakens
And in faint, trembling tones
Repeats the song of long ago,
Its voice is failing; 'tis but a whisper.
It can not remember the old songs.

"Poor harpsichord, alas, long since forgotten,
I love thy music, sweet and low.
And in thy tones I seem to hear
Once more, as if awaked from slumber,
The voice of loved ones heard long ago, long ago."

Mary Helen Howe, coloratura soprano and vocal teacher, has been appointed chairman of the music group of the District Chapter of the International Federation of Catholic Alumnae. In making its initial bow this afternoon at 3:30 o'clock at the Holy Cross Academy the group will honor the great composer, Franz Schubert, in the following program:

Franz Schubert, "Sketch of His Life and Works; piano duet, "Marche Militaire," Mrs. Irene Chainey and Catherine O'Connor; vocal solo, "My Sweet Repose," Katharine McEneny; vocal ensemble, serenade, music group; vocal solo, "Who Is Sylvia?" Florence Yocum; vocal solo, "The Erl King," Mary Helen Howe; vocal ensemble, "Ave Maria," music group.

Those of the group appearing on the program this afternoon are Katharine McEneny, Fannie Sylvia Howe, Mrs. William J. Walsh, Evelyn Collins, Sarah W. Howe, Jennie O'Loughlin, Alberta Riley, Elizabeth Muckelbauer, Florence Yocum, Katherine McCann and Mary Bartels. Accompanists, Catherine O'Connor and Irene Chaney; violinists, Virginia Hartnett and Eleanor Dunn.



Capital Girl Wouldn't Eat

"Everybody in the neighborhood was crazy about Frances. She was the happiest, brightest little thing you ever saw," says her mother, Mrs. F. Roberta Clark, 1111 Columbia Road. "She looked so healthy we thought she'd never have any trouble. But she began to be constipated. It made her fretful, cross and feverish. Her breath got to be terrible and her tongue was nearly always coated. She didn't want to do anything but lie around. She wouldn't eat and her digestion was poor.

"Then I began giving Frances California Fig Syrup. It brightened her up right away. She began to eat heartily, her stomach and bowels started acting perfectly and soon she commenced gaining weight. We've used Fig Syrup ever since at the first sign of an upset and it never fails to help her."

California Fig Syrup is made from two of Nature's greatest laxatives—ripe California Figs and First Quality Senna Leaves. Children like its rich, fruity taste. It regulates their stomach and bowels and gives these organs tone and strength so they continue to act normally, of their own accord.

The genuine, endorsed by physicians for over 50 years, always bears the word "California." All drug stores have it.

Jane Stuart Will Shop for You—'Phone Franklin 7400

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Cathedral Candle Sticks of Sterling Silver

$2.95 Pair

Now that the gracious, flattering glow of candle light is seen at even the most informal family dinner, every one is asking for these lovely low candle sticks, just two inches high. In effective plain designs.

Silverware—Street Floor



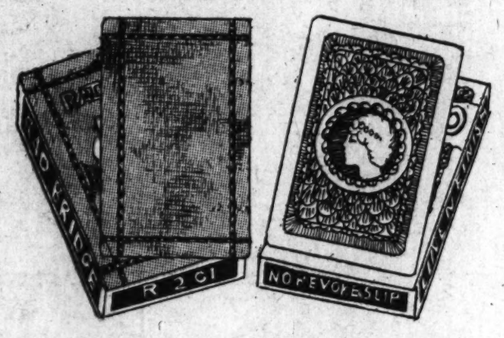
A Valentine Suggestion!

Swinging Photo Frame to Hold Your Photograph

87c

Valentine Day is less than two weeks away. If you're giving a photograph to someone, tomorrow you can buy an attractive frame for it, for very little! Antique gold or silver finish; 4x6 to 8x10 sizes.

Stationery—Street Floor



Gold Edge Cameo or Rad-Bridge Playing Cards

Special 39c Deck

Improve your game with a fresh new deck of cards! These are fine cards, and the Rad-bridge come in either single or double decks.

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$2.95 Crepe de Chine Slips

Special $2.49

Trimly tailored of fine, serviceable crepe de chine and you may choose from any number of prominent colors to match your every frock. Also pastel colorings. Strap models with side pleats to give fullness over the hips. Sizes 36 to 44.

Underwear—Third Floor



Many Beautiful Designs Printed by the Famous Frenchman, Dumas—

$1.00 to $1.50 Values

49c Yard

Since we first offered these in our January Home Sales, thousands of yards have been sold! The color combinations are unexcelled, and the designs are furnished in modernistic, chintz, period and nursery designs—30 inches wide.

Draperies—Fifth Floor

Manufacturer's Discontinued Lines

Lace Trimmed Linens ½ Off

A manufacturer changes his pattern—of his old pattern we have just 375 pieces left, pieces of every size, ready to be assembled into sets. Beautifully made, with pure ecru linen centers with wide lace edges. Choose from these.

25c 6-in. Doilies, 12½c
39c 8-in. Doilies, 20c
50c 10-in. Doilies, 25c.
$1.79 18-in. Centers, 89c
$2.59 24-in. Centers, $1.29.
45c 6x12-in. Ovals, 23c.
75c 10x14 in. Ovals, 38c.
$1.19 12x18 Ovals, 59c.
$1.69 14x20 Ovals, 85c.
$1.95 16x24 Ovals, 98c
50c 6x14 Oblongs, 25c
85c 10x14 Oblongs, 43c
$1.25 12x18 Oblongs, 63c
$1.79 14x20 Oblongs, 89c
$2.25 16x24 Oblongs, $1.12.
$3.49 18x36 Scarfs, $1.75.
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$5.59 18x63 Scarfs, $2.79.
$5.95 18x72 Scarfs, $2.98.

Madeira Pillowcases

Special $3.59 Pair

At this special price thrifty women will snatch these Madeira pillowcases up for shower gifts and prizes or to tuck away in their own linen chests! Beautifully hand embroidered—on English benda cloth. Exquisite patterns—rich in eyelet and open work.

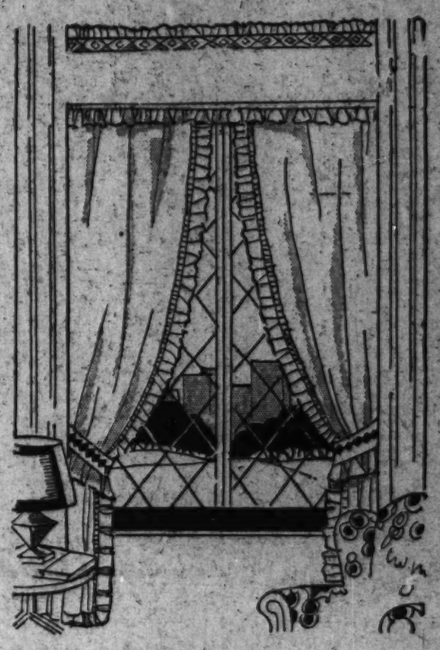
Linens—Third Floor

2,000 Turkish Towels Size 20x44 Inches

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Heavy, water-thirsty double-thread towels—their snowy whiteness emphasized by their deep rich borders of rose, blue, gold, green or orchid. Absorbent as blotting paper—and soft as down—a size that the entire family will use.

Linens—Third Floor



Ruffles Give a Soft Effect to Marquisette Curtains

$1.59 Pair

Inexpensive curtains that look well and launder beautifully. Dotted, figured, cross bar and other fancy designs. Tie backs to match. Their sheer daintiness makes them especially attractive for bed rooms, breakfast nooks and sun parlors.

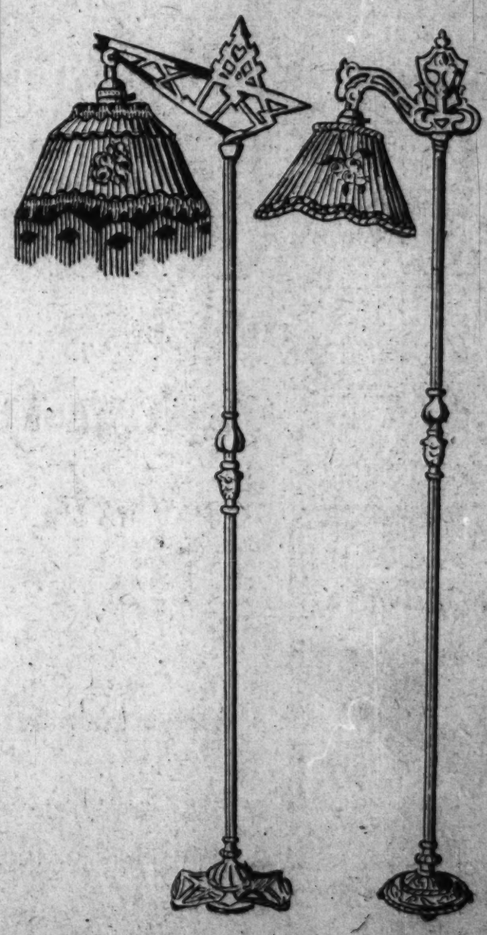
Curtains—Fifth Floor

Cheerful New Bridge Lamps

A Special Feature

Tomorrow

$6.45



Modern as the moment—these new metal bridge lamps skillfully combine every day usefulness with beauty and soft radiance. Shades are of finely pleated georgette—solid color, or ombre shades; some with colorful Italian beaded fringe; others with trim tailored edges.

Lamps—Sixth Floor

BAL BOHEME MECCA OF 2,000 TOMORROW

Egyptian Atmosphere at Arts Club Costume Event to Pervade Everything.

FEATURES TO BE UNIQUE

An Egyptian atmosphere is being created at the Willard Hotel today in busy preparation for the Bal Boheme of 1929, which tomorrow night is expected to attract 2,000 persons to one of the outstanding events of Washington's season of play.

Members of the Arts Club who are taking part in the pageants and scenes featuring the affair, given under auspices of the club, are holding final rehearsals today and tonight settings and special lighting effects will be completed. A committee on decorations, under Lynch Luquer, assisted by electrical experts of the city and students in the various art schools, are cooperating in this work.

The bal gets under way at 10 o'clock tomorrow night. The floor committee, headed by Roy L. Neuhauser, will enter at 10:30 o'clock, and at 11 "the Caliph comes to Cairo." The grand march for selection of the most beautiful Egyptian costume will follow. This costume will receive first prize. The costume decided upon as most original will be voted second prize and the most amusing costume will be awarded third prize.

Reservations for Supper.

The Arts Club is accepting supper reservations for the ball. The supper period is from midnight until 2 a. m., with continuous dancing during the period and until 3 o'clock. Two Meyer Davis orchestras will furnish music continuously in the two ballrooms. Supper will be served in the main dining rooms of the Willard.

Fancy dress is obligatory, and the Arts Club officials point out that costumes may be rented at the hotel tomorrow night or, if desired, paper costume accessories may be obtained at the door for nominal fees. Musicians and all hotel attendants in the supper room are to be costumed.

The public has been invited, and tickets, priced at $5, which entitle the holder to all entertainment, including supper, are on sale at the Arts Club, 2017 I street.

Costume Judges Artists.

William Ernest Chapman, an artist, and Mrs. Chapman, a writer, will act as judges of costumes in the places of Mr. and Mrs. Duncan Phillips, of Washington, who are reported ill. Other judges will be Mr. and Mrs. Ernest Peixotto, of New York City, and the four will participate in the "Carnival of the Caliph in Cairo," the big feature of the ball.

The opening scene at the door, which will be in charge of L. M. Leisenring, will offer six young university students as "Royal Runners." They are Frank Kemon, Harry Rider, Donald Imirie, Paul Jones, E. F. Farley and H. T. Cole. Dancers in various divertissements include the Tchernikoff-Gardiner dancers: Orme Libbey, Helen Stuart Griffin and Wallace Wright.

Singing, dancing and pantomime, engaging "slave girls," captive princesses and ladies of the court will be featured throughout the evening. The Egyptian motif will obtain even to menu.

PARTICIPANTS IN FEATURES OF ARTS CLUB BALL



Upper left—Mrs. Maud Howell Smith, who, with James Otis Porter, will have charge of the "big street" in "the carnival of the Caliph" at the Bal Boheme tomorrow evening. Upper right—Beverley Humphreys Harris, architect and artist, in his Bal Boheme costume. Lower left—Robert D. Pearson, as he will appear at the ball. Lower right—Peggy Becker and Ann Vincinouich, Tchernikoff-Gardiner, dancers.

Chicago Police Charge Cuban Consulate Mob

Chicago, Jan. 26 (A.P.).—A demonstration before the Cuban consulate here today was broken up by a charge of mounted policemen, who arrested six men and two women, alleged leaders of the crowd of 200.

Bearing banners with the legends, "Down With American Imperialism!" "Wall Street Murdered Julio Mello!" "President Machado, Hangman of Wall Street!" The demonstrators crowded about the consulate doors, and leaders shouted from improvised rostrums. Those arrested said they were members of the All-American Anti-Imperialistic League and the Young Communist Workers Organization and were protesting the assassination of Mello, a Cuban student and leader of the Mexican Communist party.

A week ago a similar group, led by high school students, gathered at the Federal Building for a protest.

Zionist Association Plans Monday Forums

Members of the Washington District of the Zionist Organization of America announced yesterday the formation of an open forum for the discussion of Jewish problems. The forum will meet on Monday evenings in the lodge room in the Jewish Community Center.

Rabbi Louis J. Schwefel, of the Adas Israel Synagogue, will be the speaker at the first meeting of the forum tomorrow. His address will deal with a review of the book, "Jews Are Like That."

Wife, Seeking Divorce, Calls Auto Racer Lazy

Los Angeles, Jan. 26 (A.P.).—Bennie Hill, internationally known automobile race driver, was sued for divorce in Superior Court today by Lillian M. Hill, who charged him with threatening to kill her and with being "shiftless and lazy."

Hill is believed to be in Detroit now, where he was understood to be directing the construction of a special racing car. The couple were married at Sacramento, Calif., in 1922, and have no children.

Chinese, Jailed 20 Months By Debt Judgment, Freed

Victoria, British Columbia, Jan. 26 (A.P.).—After spending 20 months in jail for failing to pay a debt judgment obtained by a fellow countryman, Paul Wise, Chinese student, was free today on orders of the Court of Appeals.

The plaintiff, Fing Lee, of Toronto, who had obtained a judgment of $3,787 against Wise, had been required to pay weekly at the rate of $1 a day for Wise's maintenance.

FIRE RECORD.

9:20 a. m.—1109 E street northwest; cupboard.
9:28 a. m.—407 O street northwest; gas victim.
9:27 a. m.—Wisconsin avenue and Upton street northwest; grass.
10:36 a. m.—Nichols avenue and U street southeast; automobile.
12:01 a. m.—337 C street southwest; fireplace.
12:16 p. m.—732 Girard street northwest; store.
12:32 p. m.—1725 Eleventh street northwest; trash.
1:36 p. m.—4713 Georgia avenue northwest; automobile.
5:50 p. m.—1754 Seventh street northwest; waste paper and clothes.
6:54 p. m.—3007 Franklin street northeast; chimney.
6:57 p. m.—1539 Twenty-third street northwest; chimney.
7:22 p. m.—5830 Thirtieth street northwest; chimney.
8:15 p. m.—218 Seventh street northwest; trash in cellar.

FLYING AND FLIERS

By MARSHALL ANDREWS

Aviation is fortunate in having in the United States so able and understanding an advocate as Senator Hiram Bingham, of Connecticut. Not only does the white-haired senator occupy several key positions in the upper house, where his unflagging interest in aeronautical matters is of the greatest value to flying, but as president of the National Aeronautical Association he is injecting into that organization a fresh spirit which promises much for this and future years.

In the Senate Mr. Bingham has supported and fought for legislation which has been largely responsible for the rapid advance of aviation in the United States during the past few years. His favorable report, for the committee on commerce, on the air commerce bill was of great aid in securing its passage. He is now constantly embattled for the cause of flying, and whatever steps forward Congress may take in promoting this highly important branch of military and commercial activity will find him among the leaders.

Senator Bingham has thrown his weight solidly behind the proposal to establish a municipal airport for Washington at Gravelly Point, and both in Congress and elsewhere has hammered home the humiliating position of the Capital of the United States as the least adequately equipped for aviation of any world capital. He has been a friend of the Army Air Corps and has diligently fought every attempt to weaken that highly important branch of the military service.

He vigorously supported passage of the bill authorizing the construction of two large rigid airships for the Navy, and has given a great deal of thought and attention to the possibilities of lighter-than-air craft for military and commercial use. With remarkable foresight and energy, Senator Bingham has pursued aeronautical matters through their sometimes stormy course in Congress, and has kept his attention on the future possibilities of aviation as well as its present needs.

Just at the present time, Senator Bingham is sponsoring an amendment to the air commerce act of 1926 which would regulate flying schools in the United States through the Department of Commerce. This regulation would be secured through an annual examination and rating of these schools.

The value of such regulation is obvious. The prospective student pilot would be relieved of any doubt as to the efficacy of the course offered by any school in the United States. The pilot, when he had completed his dual instruction, would be trained to a known degree of efficiency, and the possibility of sending out half-trained pilots to crack themselves up and endanger life and property in general would be minimized.

With a proponent of aviation so ardent and able in Congress and at the helm of aviation's most powerful organization in the United States, flying should go far in a very short period of time. The younger generation, which is growing up air-minded and air-enthusiastic, will find its path prepared by men of ability and influence, such as the Connecticut senator, who have found their way sometimes difficult, but have fought to the inevitable end.

* * * *

The Army Air Corps, stepchild of the Army, may consider that it has taken at least one step, however short, toward an ideal efficiency of personnel with the Furlow bill now being considered in Congress. The question of a separate promotion list for Air Corps officers has been discussed for a long time, and at great length. But it will no be amiss to review it briefly here.

The Air Corps is losing its best pilots to civilian aviation, and has been doing so for a long time. The underlying reason is that, despite the high requirements and the strenuous life of the Air Corps officer, promotions are slow because these officers must wait their turn along with other and less dangerous branches in peace time.

Roughly, it has been calculated that while Air Corps officers compose only 12 per cent of the commissioned personnel of the Army, peacetime fatalities among the former comprise 40 per cent of the total. The Air Corps officer who is killed in line of duty provides a place for an Infantry, Artillery or Quartermaster officer, instead of another officer in the Air Corps.

A separate promotion list would eliminate the inequalities and unfairness of the present system and would provide experienced pilots with an incentive to remain in the Army, where their abilities would be of increasing service to the Nation. As it is, an Air Corps officer no sooner distinguishes himself in the performance of a valuable mission in the air than he is snapped up by commercial concerns who present offers too alluring for him to resist in the face of his dull prospects in the military service.

* * * *

While it is not the purpose or the desire of this column to open controversies or to step aside even briefly from its declared role, it is impossible to pass a condition now existing which bodes ill to Army flying without comment.

While the Senate was appropriating $24,000,000 as an additional fund for the enforcement of prohibition, the House ruthlessly cut $7,000,000 from the Air Corps appropriation bill. This cut was made in direct violation of the five-year building program of the Air Corps, to which the House is a party, and the extra prohibition appropriation was made over the objection of Secretary Mellon.

Without reference to the value or the necessity of the national prohibition act, the value of adequate provision for the national defense is too obvious to need a champion here. A brief review of the effect of curtailing the Air Corps' appropriation will suffice.

In the first place, 110 planes which are badly needed, will have to be dispensed with. Secondly, training for reserve officers, which is even now inadequate, will have to be cut to one hour a month, on account of lack of funds to purchase gas and oil. Thirdly, the five-year building program, which included a number of shops and technical units, will be seriously held up.

The present inefficiency of much Air Corps equipment, especially engines, is not generally known. For instance, of a total of some 12,000 engines on hand, more than 9,000 are old Libertys, built and purchased in 1917-1918. With three-fourths of its motors entirely obsolete, the United States Air Corps is expected to compete with foreign flying services in efficiency, ability and tactical experience. It is to their credit that they have accomplished as much as they have.

Public Investment In Aviation Leaps

MacCracken Tells Congress $150,000,000 Is Total; Insurance Rates Fall.

William P. MacCracken, jr., assistant Secretary of Commerce for Aeronautics, has given Congress figures to show an enormous growth in investments by the public in aviation. Three years ago, MacCracken said, the investments of the public in aviation totaled $5,000,000. Since then the sum has increased to $150,000,000.

"There is an interesting fact," Mr. MacCracken said. "We have received close to 19,000 original medical applications. The Army and Navy during the war trained only about 16,000 aviators in that terrible emergency.

"Another interesting fact is that aviation insurance rates in the last three years have been cut on an average of 40 per cent, and the coverage has broadened."

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Established 33 Years — Established 33 Years

Specials Monday and Tuesday

Genuine Toric Glasses Far or Near Complete With Shell or Metal Frame — $3.50



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First and best quality. Toric Kryptok Bifocal Lenses—(one pair to see near and far). Best lenses made. Sold regularly $15. Special price Monday and Tuesday.... $7.50

KAHN OPTICAL CO.

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(Between F and G Streets)

Harris' $24,000,000 Dry Proposal Held to Insure Senator's Reelection

Prospect in 1930 Cleared Suddenly by Stand for Enforcement.

His Support of Al Smith Had Weakened Strength Before Voters.

The Georgia friends and political advisers of Senator William J. Harris, the man who surprised the country by getting a $24,000,000 prohibition enforcement item through the Senate, are telling him that he has nailed down reelection in 1930 and another six-year lease on 228 Senate Office Building.

Considering that the same friends and political advisers were telling Harris two months ago that in all probability he would have a hard row to hoe a year from next fall, it is not difficult to understand that in the privacy of his office these days the senator is smiling gleefully and shaking hands with himself.

Whatever the merits of the $24,000,000 item and regardles of whether the House tears down Senator Harris' playhouse, it is obvious to observers familiar with political conditions in Georgia and the South that Harris made a move calculated to rekindle friendship among a large element that lost confidence in him during the presidential campaign.

May Have to Explain.

Those friends of successful Southern politicians who dash to the front with denials that Democratic stalwarts suffered loss of confidence still have to explain why, in Georgia for example, 99,000 citizens voted for Herbert Hoover in the face of threats of dire disaster and a hullabaloo raised by both United States senators and all twelve representatives in Congress.

Quite a few senators from South of the Mason-Dixon line are on the lookout for opportunities such as Harris capitalized. The situation that confronted Harris, and still confronts him, is lying in wait for every Democratic senator whose term expires in 1931. Excepting Simmons, of North Carolina, and Heflin, of Alabama, the Southerners trailed along with former Gov. Alfred E. Smith and now their thoughts are centered on convincing their constituents that, after all, they supported Smith with tongue in cheek. Few will have the easy time that Senator Harris is opening up for himself.

It is an irony of the political game, to say the least, that one of the bitterest foes of prohibition, the "lame duck" senator, Bruce of Maryland, should have handed over to Harris, regarded as a stanch dry, an idea that subsequently is converted into one of the finest pieces of political capital wrought on the Democratic side of the Senate. It was Bruce who amended the Treasury Department appropriation bill with a $270,000,000 handout for prohibition. When the item was squelched the drys vociferously cried that Bruce and wets sought to damn prohibition in the mind of the Nation by making its cost too heavy. It was Harris who saw in Bruce's gesture a possibility.

His Sincerity Not Questioned.

The sincerity of the Georgia senator is not questioned here, despite that he will be under attack in Georgia. His friends, and he himself, are relying on the native capacity people have for forgetting when they ponder the possible projection of his presidential campaign activities into his personal campaign for the Senate.

Senator Harris had a most embarrassing experience. When the California primaries last spring revealed that Gov. Smith had a stranglehold on the imminent Houston convention, Harris was committed to attend the convention as chairman of the Georgia delegation committed to the support of his colleague, Senator Walter F. George. Anti-Smith sentiment was so strong in Georgia then that on the eve of the convention Harris caused to have printed in Georgia papers a statement from his physician advising against a trip to Houston because of sinus affection he had suffered for weeks. He debated a long time whether to go, or to return to Georgia and keep still, and finally decided that if he fell down on Senator George the reaction would be more damaging to him than if he hazarded the dangers of the convention.

He fought Smith as long as there was a fight in anybody. Dependable sources reported later that on the train returning from Houston the Georgia delegation members were physically sick over the result. Friends of Harris told him to go off to the mountains of north Georgia and stay in seclusion. "Keep out of this mess," they told him, "Don't argue with anybody who plans to vote against Smith. Tell the influential folks who are against him that you are sorry you have to support him and intimate to the plain folks that they are good, brave citizens for standing up to their convictions."

Saw No Danger in Smith.

But it didn't work. Clarke Howell, publisher of the Atlanta Constitution, and John S. Cohen, Democratic national committeeman and publisher of the Atlanta Journal, newspapers dominating the field in Georgia, and on which Harris depends for valuable support—began putting the screws on every officeholder in the State, from United States senator on down through the counties. After putting it off as long as possible under the circumstances, Harris came out with a statement in which he told the "people of Georgia" that he was supporting Smith, and furthermore, that he could not support Smith if he, Harris, an ardent prohibitionist, thought Smith would "endanger prohibition."

Unfortunately, Candidate Smith chose an evening only a few days away to say something to the folks in Milwaukee about beer being good for children, and it wasn't three weeks before Candidate Smith was advocating Government and State control of liquors. The Georgia newspapers helped along as best they could by deletions and fancy headline riting, but the "raddio" had made many fans in Georgia and the voting population caught the significance of what Smith was saying.

The further the campaign progressed the more backward the politicians became, with Editor Howell and Editor Cohen beating the bushes frantically and various representatives chirping about "negro supremacy," "the principles of our fathers," and what not.



SENATOR W. J. HARRIS, of Georgia.

99,000 Georgians Refused to Listen and Voted for Hoover.

Other Southerners Envious of Good Luck Fallen on Cracker Leader.

Senator Harris and Representative Tom Bell, the dean of the Georgia congressional delegation, had an experience in White County, in the northern, mountainous part of the State, that showed both of them the way the wind was blowing and added materially to their discomfiture. Reports of the incident were fairly complete.

No One to Talk to on Hand.

Harris and Bell, arriving at Cleveland, a courthouse town, for an advertised speaking engagement, appeared at the courthouse and found no one there to hear the addresses. It seems to have been decided that the anti-Smith headquarters in Atlanta would make a lot of capital of such a circumstance so the two men set out to drum up a meeting. With Harris on one side of the main street of the town and Bell on the other, every merchant, barber, hardware clerk and bank cashier was appealed to personally to repair to the courthouse and hear a discussion of the campaign issues.

The reported comment of one 6-foot mountaineer was accepted as the consensus thereabouts, although about twelve persons finally were prevailed on to attend the "speaking" and hear Senator Harris give, as he described it, a report on his "stewardship" in the Senate.

"Now, senator," the mountaineer was quoted as saying, "we jes' natchuly cain't see Al Smith. We like you fine and all that, but they's few folks in this here county for yore Tammany candidate, and ef you take my advice you won't boost Al much 'round these parts. We don't like him and we all are goin' Republican. They's heaps o' good Republicans 'round here, anyhow."

County Went for Hoover.

For confirmation of this sentiment, Senator Harris could reflect on November 7 that White County went for Hoover by a sizable majority, and so did Representative Bell's congressional district.

So it went. The more the "raddio" brought of Candidate Smith to Georgians the wider the area covered by the rumbles of discontent among the dry, Protestant churchgoers who wondered if Senator Harris was after all a fair-weather prohibitionist. The anti-Smith campaigners lacked publicity facilities but they were pouring rounds of effective shot into the Smith managers and were outdrawing the Smith speakers at rallies all over the State. Senator George, a prophet with more speaking effectiveness outside his State than in it, came back from an extended campaign and after surveying the situation flatly refused to deliver a last minute speech in Augusta. The city and county went Republican for the first time in the State's history, and by a surprisingly large majority.

When the battle was over, the last charge and counter-charge made, and the smoke had cleared away, Georgia had gone for Smith by about 30,000 votes. The newspapers complimented the people for remaining "true to the traditions of our fathers" and immediately ruled the campaign and all connected with it out of their pages.

CAMERAS PROVOKE HOST TO LENGLEN

Baldwin Swings at Photographers as He and Star Board Ship.

DIVORCE TALK IN THE AIR

New York, Jan. 26 (U.P.).—Susanne Lenglen, the temperamental tennis player, who suddenly ended a visit to the Anita Baldwin home at Pasadena, Calif., some ten days ago, was out on the high seas tonight, en route home to France.

With her was her mother, and on the same ship, the French liner Paris, was Baldwin M. Baldwin, son of Anita Baldwin, who seemed to be going to Paris to get a divorce from his present wife and to engage in the "investment securities business."

Susanne and young Baldwin left amid a storm typical of the many which have made colorful Mlle. Lenglen's career.

As they boarded the liner about midnight, flashlights boomed and the photographers went into action.

So did young Baldwin.

Calls Them Sissies.

He swung a couple of times at nearby cameramen, made a grab at a camera—but missed—and then announced:

"You're a bunch of sissies."

"Come with me," cried Susanne. "Don't dirty your hands on those punks."

Baldwin took another swing which landed: a photographer then bit Baldwin's thumb, and next the heir to the E. J. (Lucky) Baldwin fortune followed Mlle. Lenglen up the gangplank and they disappeared into the caverns of the ship.

Wants Paris Divorce.

Later reporters found them in a cabin. Baldwin said he was going to Paris to engage in the "investment securities" business.

Although neither he nor Susanne would say they were engaged to be married, Baldwin did say he expected his divorce in Paris pretty soon, and "you can guess" what will be done next in a matrimonial way.

Lenglen said she was through with tennis, except as a sport, and probably would never appear in match play again. To back her word she turned down an offer of $50,000 for another professional tour of this country just before she sailed.

Editor Howell, consistently a dyed-in-the-wool Smith partisan, was "gratified." Editor Cohen said "never again." The United States senators and 12 representatives repaired to their normal pursuits, bruised, some bleeding—all intent on building up the fences that the "raddio" bowled over.

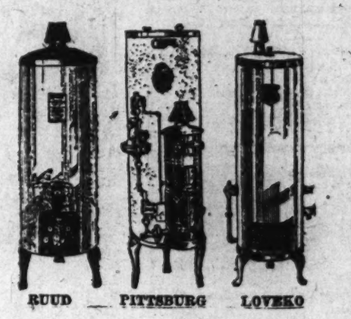
It really doesn't make a great deal of difference to Senator Harris' friends and political advisers in Georgia whether the House agrees to the $24,000,000 prohibition item or not. Or whether the President vetoes or signs the bill, should it go to him.

"Didn't Senator Harris say the Democratic party is the only friend of prohibition? Where was the Republican party when a Democratic senator defied the Treasury Secretary's lightning? Oh, yes, Harris supported Smith. But Smith is out now and we want prohibition. And the senator is for prohibition. He is than whom there is no than who-er . . ."

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Only 4 More Days!

Thursday is the last day—and your last opportunity this year to purchase a new



RUUD — PITTSBURG — LOVEKO

Automatic Gas

WATER HEATER

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$20

allowance for your old water-heating equipment!

THIS is positively the last time this year that we will allow $20 for old water heating equipment.

Don't let this wonderful opportunity pass; end your hot-water problem now, once and for all, by having us install your choice of one of these three nationally-known, automatic gas water heaters.



At the turn of the faucet — *Clear, pure, steaming hot water*

Once installed in your home, no attention of any kind is required. No lighting, no turning off to think about, nothing to forget and nothing to remember except that there is always an abundance of clean, pure, steaming HOT water ready instantly at the turn of any hot water faucet in your home. There is no convenience so appreciated and no mechanical servant so necessary to modern living.

More than 2,000 installed in Washington homes in the last 12 months

During this sale you can purchase an automatic gas water heater as low as $95 and on terms as low as $5 a month. And once installed in your home, you'll wonder how you ever got along without it. Come in tomorrow and make your selection or—

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GAS APPLIANCE HEADQUARTERS

Y. W. C. A. ACTIVITIES

The Y. W. C. A. is concentrating its energies on the Community Chest drive. The Capital Outlook will carry to all our members a series of questions and answers on the drive and also will give the indorsement of the drive by the board of directors. Three staff members have been designated as division secretaries. Miss Bertha Pabst will act as secretary of the Mount Pleasant division. Miss M. Florence Dunlap of the Piney Branch division, and Miss Saida Hartman of the Petworth division. Four teams are being organized among association women. One under the captaincy of Mrs. Harry E. Hull, will be in Division 16, and three teams, under the leadership of Miss Margaret E. Fox, Miss Julia Hoge and Miss Lillie Ferguson, will be in Division 17. The members of Miss Ferguson's team will all be recruited from the Elizabeth Somers residence. A window display picturing the work of the Y. W. C. A. will be shown in M. Philipsborn & Co., 608 Eleventh street.

At the twilight music hour to be held in the Y. W. C. A., Seventeenth and K streets, this afternoon at 5 o'clock, the program will be given by students from the King-Smith Studio School. Miss Virginia Wingfield will be staff hostess and will be assisted by Mrs. Helena Draper.

The vesper service at the Elizabeth Somers residence, 1104 M street northwest, will be held this afternoon at 5:30 o'clock. Dr. Mary O'Malley, of St. Elizabeths Hospital, will be the speaker. Miss Julia Maxwell will be the leader and Miss Una O'Connor the hostess.

The Girl Reserve department announces that Miss Katherine Morita, of Meadville, Pa., will come to Washington Friday to be an assistant Girl Reserve secretary. Miss Moritz is a violinist and will assist with music in the Girl Reserve department.

The International Club will meet tomorrow night in the assembly room on the fourth floor.

Tuesday evening the Amicitia, Hitika K. O., Premiere, Tip Top and Wohelo Clubs will have supper together at 6:15. At 7 o'clock, they will gather in the assembly room, where a lecture-recital will be given by Miss Maud G. Sewall on the German operas, "Siegfried," "Gotterdaemmerung" and "Tristan and Isolde."

The Blue Triangle Club will devote their meeting on Thursday evening of this week to their social service interests. Miss Elizabeth Northcutt, of the Associated Charities will address them.

The K. G. Club will hold a dance at the Recreation Hut, Twentieth and B streets, on Thursday evening.

Girl Reserve Department.

The Adelphae Girl Club at Western High School will meet at 2:30 tomorrow. Miss Mabel R. Cook, Girl Reserve director, will speak.

At 4 p. m. tomorrow final tryouts for the leading parts in the Girl Reserve operetta will be held at the Y. W. C. A. Building. The directors of the operetta will be Miss Imogene B. Ireland, music director of the Y. W. C. A., and Mrs. Alice Sigworth Morse, of the Morse School of Interpretation.

Tuesday afternoon a new Girl Reserve club will be organized at Noel House, Seventeenth and Kramer streets, northeast, for all sixth, seventh and eighth grade girls in that neighborhood. Mrs. Helen Burton will be the advisor of the club. Miss Dorothea McDowell will conduct a get-acquainted party at 3:30 Tuesday afternoon at Noel House.

At 2 p. m. Wednesday the hobby-groups of the Girl Reserve Clubs at the Dennison Vocational School will meet. The Toy Symphony Orchestra is under the direction of Miss Ireland, and the clog dancing class is taught by Miss Louise Alberta. Miss McDowell is in charge of the dramatic group.

At 2:15 Wednesday the two clubs at the Jefferson Junior High School will meet at the school.

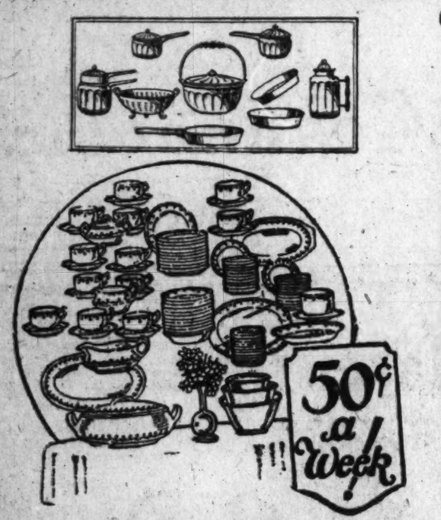
Miss Ireland and Miss Cook will visit the Girl Reserve Club at the Powell Junior High School at 2:40 Wednesday to present the songs that are to be used in the annual junior high school folk-song contest.

At 3 o'clock Wednesday the Semper Fidelis Girl Reserve Club at Tech High School will meet.

Because of semester changes in the schools no girl reserve clubs will meet Thursday or Friday, except the Tri-Hi Club, of Business High School. These girls plan to sew for Children's Hospital at 3 o'clock Thursday afternoon in the Girl Reserve clubrooms.

The Bon Secour Girl Reserve Club, of Central High School, will have a business meeting in the Girl Reserve clubroom on Friday at 3 o'clock.

The Senior High School Girl Reserve Council will meet in the Girl Reserve Clubrooms at 4 p. m. on Friday to make reports and to complete plans for the next club supper.



50¢ a Week

115-Piece Housekeeper's Outfit

An amazing offer housewives will certainly appreciate. The dinner set consists of 100 pieces and is artistically decorated. The aluminum set consists of 15 pieces of pure aluminum. A remarkable value at $16.85

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TIRES Easy to Buy



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The ultimate in tire satisfaction. Sold with a broad guarantee of 15 months' satisfactory service regardless of mileage. Prices right—Terms all may meet at The Hub.

Summit Tires

Summit Tires are good. Only good tires are economical—Summit Tires are good at satisfactory prices.

Made in Akron, Ohio, by a big concern—we can't tell the name—but we stand back of the tires.

30x3½ Summit Clincher Cord $6.95

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30x4.75 Summit Balloon $11.95

$24 Enameled Breakfast Suite

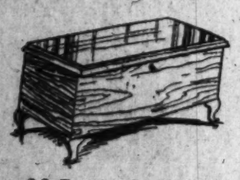


$17.85

This artistic enamel-finished suite consists of a drop-leaf table and four spindle-back chairs to match. Reduced to $18.90.

50c a Week The Hub!

February Sale of Cedar Chests



33-Inch Chest

Lane make—roomy, carefully finished and attractive. Specially priced. $8.95



Walnut-Finished Chest

A decorative chest with cedar lining and walnut-finished exterior. Specially priced. $12.95

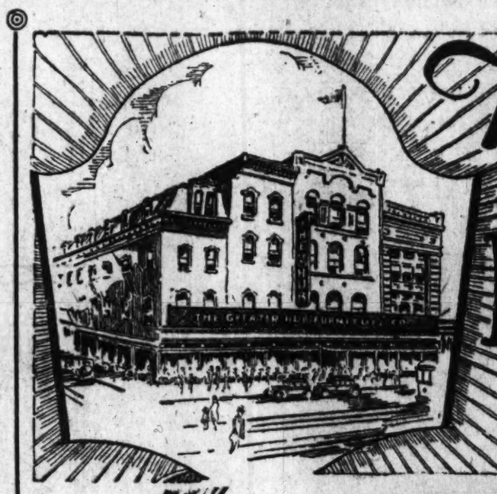
50c a Week Pays for Either Chest



$119 Value 4-Pc. Walnut-Finished Suite

Gumwood is used in the construction of this suite which is cleverly finished in imitation of genuine walnut. As pictured, a return-end wood bed, a chest of drawers, dresser and French vanity (chairs and bench extra). February Sale price $89

$5.00 Down—The HUB



The HUB'S 29th FEBRUARY FURNITURE SALE

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RUGS!

In The Hub's February Furniture Sale

Genuine Wilton Rugs

Rugs for a lifetime of wear—in beautiful patterns and colors. Super quality and specially priced in the February Sale. Room sizes, 9x12 feet or 8¼x10½ feet. Choice $69.75

Room Size Axminster Rugs

Room size 9x12 feet and 8¼x10½ feet, woven with a deep velvety nap, in a host of designs and colors; choice $28.65

Fringed Velvet Rugs

Fine quality rugs that reflect careful workmanship in designs and colors that meet every exacting demand. Choice of 9x12 feet or 8¼x10½ feet.

Special February Sale Price $26.65

Mottled Axminster Rugs

Scatter size, 27x54 inches. These attractive mottled rugs are suitable for halls, bedside, etc. Sizes 27x54 inches..... $1.98

Room Size Wool Brussel Rugs

Attractive and serviceable Rugs in a number of handsome designs and patterns. Two popular sizes, 9x12 feet and 8¼x10½ feet. February Sale Price $18.85

Room Size Axminster Rugs

Room size 6x9 feet, woven with deep velvety nap. A most uncommon value in an Alex Smith & Sons Axminister Rug. Various patterns in numerous color combinations. $19.65

Room Size Axminster Rugs

Room size, seamless, high-grade, close woven in beautiful designs and color combinations. 9x12 feet or 8¼x10½ feet. Choice $32.65

Scatter Size Axminster Rugs

Size 27x54 inches. Patterns and colors match the room-size rugs. These are very unusual values. February Sale Price.. $2.65

February Sale of Congoleum

9x12-foot Felt-Base Perfect Rugs with borders. A serviceable, practical and neat floor covering. February Sale Price $4.95

6x9 Feet Size, $2.95

22½-inch Felt-Base Runner, cut from full rolls (not from remnants), a good heavy quality. Special February Sale Price ..... 35c Square Yard

8-4 Inlaid Linoleum, Sq. Yd.

Patterns to go through to back, cut from rolls 2 yards wide—every yard perfect—various patterns, in a good assortment of colors..... $1.29

8-4 Felt-Base Perfect Floor Covering in a variety of patterns. Cut from full rolls. Any quantity desired. February Sale Price ..... 39c Yard



Blankets—Comfortables, Etc. at February Sale Prices

Cotton Filled Comforts	64x72-Inch Size Cotton Blankets	72x80-Inch Double Cotton Blankets	60x76-Inch Double Cotton Blankets	66x80-Inch Part-Wool Blankets	16x26-Inch Cocoa Door Mat
$1.69	98c	$2.29	$1.79	$4.49	98c



Magazine Carrier

98c

Neatly decorated in colors—has two pockets.

The HUB. Seventh & D. sts. N.W.



Smokers' Outfit

49c

Four pieces, as pictured. Neat and attractive finish.

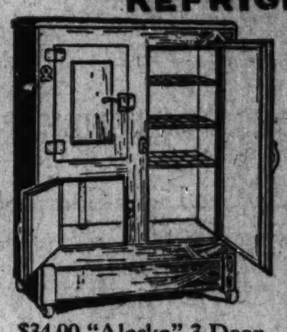


50c a Week at The Hub

32-Piece Outfit Shown

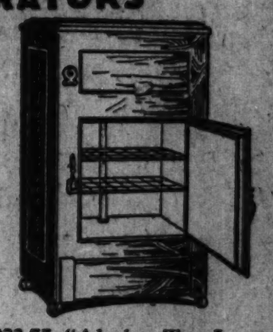
This outfit consists of a Hub special aluminoid top Kitchen Cabinet of golden oak and a 32-piece decorated Dinner Set. This unusual offer is an outstanding February sale value without precedent. $21.75

ALASKA REFRIGERATORS



$34.00 "Alaska" 3-Door Refrigerator

The refrigerator with the cork insulated walls. Keeps cold in and heat out—this model— $28.00



$23.75 "Alaska Top-Icer Refrigerator

Made with cork-lined walls, insuring perfect refrigeration under all conditions. February Sale price. $16.90

CAVALIER REFRIGERATORS



Cavalier 3-Door $24.75 Refrigerator

$18.85

A very popular style with three doors—side icer — galvanized metal lined.

50c a Week



Cavalier Top-Icer Refrigerator $14.75 Value

$10.95

Top-icer model, with one shell in roomy food chamber.

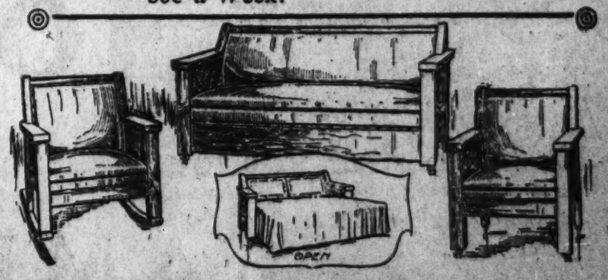
50c a Week



3-Pc. Spool Turning Metal Bed Outfit

This outfit consists of a combination mattress, link spring and a continuous post wood finish metal bed with decorated (metal) panels at head and foot. $17.95

50c a Week!

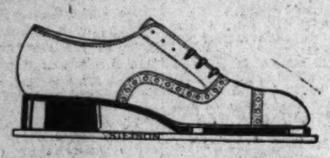


This $75 Bed-Davenport Suite

A bed-davenport, armchair and rocker comprises this group, which is made with heavy exposed oak frames and imitation leather covering. Prices unexpectedly low $54.60

Liberal Credit—The HUB

WASHINGTON'S FINEST MEN'S WEAR STORE



Semi-Annual Sale

Men's Stetson Shoes

$8.45

$10.85 $12.85

All Stetson and Raleigh Shoes included. Street and sports styles, in plain or Scotch grain leathers, finest qualities. All sizes, all widths. Come in tomorrow!

Raleigh Haberdasher
1310 F Street



In response to numerous requests, we will continue the
COOKING CLASSES *and* DEMONSTRATIONS
Tomorrow, Tuesday and Wednesday
from 2 to 4 P.M.
in the
MODERN KITCHEN
of the
Washington Gas Light Company
New Business Department—419 Tenth Street N.W.
—under the personal direction
Mrs. Mary Harris Hoar
Director
The HOME SERVICE BUREAU
Come and bring a friend with you

The time is growing

LESS

—but the discount ISN'T!

THE discount is still the same—a straight 25% that applies to ALL footwear and ALL hosiery in the Family Shoe Store. You haven't got many more days—but you still have a great many pairs of shoes and hosiery to choose from—because not even a shoestring is excepted. Come to the clearance now—don't wish you had later!

ALL Women's Footwear
Reg. $5 to $11; Now $3.75 to $8.25

ALL "Betsy Ross" Arch Support Footwear
Reg. $7.50 to $11; Now $5.65 to $8.25

ALL "Rydal" and "Kayser" Hosiery
Reg. $1.35 to $2.50; Now $1.00 to $1.88

ALL "Grover's" Comfort Shoes
Reg. $5.50 to $10; Now $4.15 to $7.50

ALL Rubber Footwear
Galoshes, Rubbers, Boots, Etc.
Rubbers, 75c to $1.30; Galoshes, $1.85 to $3.95

ALL "Gridiron" Footwear
Boys'—Reg. $3.75 to $7; Now $2.25 to $5.25
Men's—Reg. $6 to $10; Now $4.50 to $7.50

ALL Children's Shoes
Including infants', children's, misses' and growing girls' shoes.

25% off!

A special group of woman's and children's shoes at a price that makes them a present! Broken sizes and big savings.

1/2 Price

FAMILY SHOE STORE
310 & 312 7th Street N. W.

SENATE COMMITTEE TO STUDY CITY BILL

Hearings on Appropriations Measure Slated to Start Tuesday Morning.

ASSAILS TEACHER CLAUSE

The District subcommittee of the Senate appropriations committee probably will start hearings on the District appropriation bill Tuesday morning, it was announced yesterday.

Charles F. Carusi, president of the Board of Education, will appear before the subcommittee and ask that a provision written into the bill before it passed the House be taken out. Under this provision, 75 per cent of the teachers' positions here would be thrown open to women from the various States, most of whom would have behind them a four-year course of training as against a two-year course required of local candidates for teachers' positions.

The Senate subcommittee also will be asked to insert an item of $165,000 to raise the salaries of District employes. And, of course, there will be the question of whether the lump sum of $9,000,000 to be contributed by the Federal Government is enough. In the past the Senate has contended that this sum was insufficient, but it is not known what it will do this time.

The Weather

TODAY'S SUN AND TIDE TABLE

		A.M.	P.M.
Sun rises	7:20	High tide	9:46 10:08
Sun sets	5:33	Low tide	4:06 4:22

WEATHER CONDITIONS.

U. S. Dept. of Agriculture, Weather Bureau.
Washington, Saturday, Jan. 26—8 p. m.

Forecast—For the District of Columbia, increasing cloudiness with slowly rising temperature Sunday, followed by rain, possibly mixed with snow, Sunday afternoon or night and probably Monday morning; colder by Monday night; gentle to moderate northeast and east winds, becoming fresh northwest Monday.

For Maryland, increasing cloudiness with slowly rising temperature Sunday, followed by rain on the coast, and rain, possibly mixed with snow, in the interior Sunday afternoon or night and on Monday; colder by Monday night; increasing northeast and east winds, shifting to northwest Monday.

For Virginia, increasing cloudiness with slowly rising temperature, followed by rain in south, and rain, possibly mixed with snow, in north portion Sunday afternoon or night and probably Monday morning; colder Monday afternoon and night; increasing northeast and east winds, shifting to northwest Monday.

Pressure remains abnormally low from the Canadian maritime provinces northward to southern Greenland, and eastward and southeastward over the ocean to the Azores. Belle Isle, N. F., 29.56, and Horta, Azores, 29.46 inches. A disturbance of moderate intensity has moved southeastward over the plateau and Rocky Mountain regions to Colorado and northwestern Texas. Pueblo, 29.64 inches, and still another disturbance is central over Puget Sound, Tatoosh Island, 29.56 inches. These disturbances have been attended by precipitation within the last 24 hours in New England, portions of the lake region, and the Gulf States, and from the north Pacific Coast eastward to Nebraska and the Dakotas. Pressure is abnormally high from the vicinity of Spitzbergen westward over northern Greenland and the British Northwest Territory to Alaska, and thence southeastward to North Dakota. Spitzbergen, 31.00, and Mayo, Yukon Territory, 30.94 inches. Moderately high pressure prevails from Minnesota southeastward to the Middle Atlantic Coast. The temperature has fallen in the Atlantic States and from Alberta southward to Wyoming, while there has been a reaction to slightly higher temperature in the great central valleys, portions of the plains States, and the west Gulf States. At 8.00 p. m. the temperature at Battleford, Sask., was 24 degrees below, and at Havana, Cuba, 80 degrees above, a difference of 120 degrees.

The Colorado disturbance will move eastward, to Oklahoma, and then probably northeastward to the lower lake region, and it will be attended by precipitation over practically all sections east of the Mississippi River within the next 36 hours. The weather will remain fair until Sunday night, however, in the North Atlantic States. This disturbance will be preceded by slowly rising temperature, and it will be followed by much colder weather. The temperature will begin to fall in the Ohio Valley and Tennessee Sunday night, and in the Atlantic States Monday.

Local Weather Report.

Temperature—Midnight, 32; 2 a. m., 30; 4 a. m., 28; 6 a. m., 26; 8 a. m., 25; 10 a. m., 26; 12 noon, 29; 2 p. m., 31; 4 p. m., 32; 6 p. m., 31; 8 p. m., 30; 10 p. m., 29. Highest, 34. Lowest, 24.

Relative humidity—8 a. m., 84; 2 p. m., 83; 8 p. m., 94. Rainfall, 8 p. m. to 8 p. m., none. Hours of sunshine, 10.0. Per cent of possible sunshine, 100.

DEPARTURES FROM NORMAL.

Accumulated excess of temperature since January 1, 1929, 83 degrees.

Excess of temperature since January 1, 1929, 93 degrees.

Accumulated deficiency of precipitation since January 1, 1929, 0.91 inch.

Deficiency of precipitation since January 1, 1929, 0.91 inch.

Flying Weather Forecast.

Forecast of flying weather for Jan. 27, 1929:

Washington to Long Island, N. Y.—Increasing cloudiness Sunday, followed by rain, possibly mixed with snow late Sunday afternoon or night; gentle to moderate northeast and east winds up to 1,000 feet and diminishing northwest, backing to west and southwest at 5,000 feet.

Washington to Norfolk, Va.—Increasing cloudiness Sunday, followed by rain Sunday afternoon, possibly mixed with snow near Washington; gentle to moderate northeast and east winds up to 1,000 feet and moderate west, backing to southwest at 5,000 feet.

Norfolk, Va., to Atlanta, Ga.—Cloudy sky, with occasional rain Sunday; moderate to fresh easterly winds up to 1,000 feet and fresh southwest at 5,000 feet.

Washington to Dayton, Ohio—Increasing cloudiness Sunday, followed by snow or rain, possibly mixed with sleet Sunday afternoon; moderate to fresh easterly winds up to 1,000 feet and moderate to fresh southwest at 5,000 feet.

Uniontown, Pa., to Detroit, Mich.—Increasing cloudiness Sunday, followed by snow in afternoon; moderate to fresh easterly winds up to 1,000 feet and fresh west, backing to southwest at 5,000 feet.

Detroit, Mich., to Rantoul, Ill.—Snow Sunday; moderate to fresh easterly winds up to 1,000 feet and fresh to strong southwest at 5,000 feet.

Temperatures and Precipitation.

Temperatures and precipitation for 24 hours ended Saturday, 8 p. m.:

	Highest	Fri. Sat.	Lowest Sat. night	Rain- 8 p.m.	fall.
Washington, D. C.	34		25	30	.....
Asheville, N. C.	50		22	38	.....
Atlanta, Ga.	50		46	48	.....
Atlantic City, N. J.	34		24	28	.....
Baltimore, Md.	36		26	30	.....
Birmingham, Ala.	52		28	46	.....
Bismarck, N. Dak.	6		—6	—10	.....
Boston, Mass.	32		26	28	.....
Buffalo, N. Y.	18		14	18	.....
Chicago, Ill.	20		2	20	.....
Cincinnati, Ohio	30		12	26	.....
Cheyenne, Wyo.	30		12	22	0.01
Cleveland, Ohio	24		12	22	.....
Davenport, Iowa	18		0	12	.....
Denver, Colo.	38		20	34	.....
Des Moines, Iowa	18		—6	18	.....
Detroit, Mich.	20		12	18	0.01
Duluth, Minn.	—4		—22	—10	.....
El Paso, Tex.	60		28	50	.....
Galveston, Tex.	46		40	44	.....
Helena, Mont.	—3		—10	—1	0.16
Indianapolis, Ind.	28		12	26	.....
Jacksonville, Fla.	60		34	56	.....
Kansas City, Mo.	32		16	30	.....
Little Rock, Ark.	42		28	38	.....
Los Angeles, Cal.	60		44	56	.....
Louisville, Ky.	32		16	30	.....
Marquette, Mich.	0		—6	0	.....
Memphis, Tenn.	40		24	38	.....
Miami, Fla.	80		68	74	.....
Mobile, Ala.	52		38	52	.....
New Orleans, La.	52		44	52	.....
New York, N. Y.	34		24	28	.....
North Platte, Nebr.	—4		0	—4	.....
Omaha, Nebr.	26		6	24	.....
Philadelphia, Pa.	32		26	30	.....
Phoenix, Ariz.	56		28	54	.....
Pittsburgh, Pa.	28		16	26	.....
Portland, Me.	30		22	22	0.10
Portland, Oreg.	48		40	44	0.08
Salt Lake City, Utah	38		26	32	0.16
St. Louis, Mo.	32		12	30	.....
St. Paul, Minn.	—4		—16	—6	.....
San Antonio, Tex.	48		32	46	.....
San Diego, Cal.	60		42	56	.....
San Francisco, Cal.	54		46	52	.....
Santa Fe, N. Mex.	38		18	30	.....
Savannah, Ga.	58		46	52	.....
Seattle, Wash.	42		38	34	.....
Springfield, Ill.	26		8	26	.....
Tampa, Fla.	80		66	66	.....
Toledo, Ohio	22		10	20	.....
Vicksburg, Miss.	50		28	48	.....

Fourth War Division Has Luncheon Wednesday

World War veterans of the Washington branch of the Fourth Division Association will hold a reunion luncheon at the Army and Navy Club, Sixteenth and I streets northwest, Wednesday evening. An effort will be made to locate and invite all former Fourth Division enlisted men living in Washington.

Informal addresses will be made. Among the members expected to attend are Senator Arthur R. Robinson, of Indiana, and Representative Hamilton Fish, jr., of New York. The division and brigade commanders and four regimental commanders are members of the Washington branch.

Park Superintendent Named.

The appointment of Edmund B. Rogers, of Denver, Colo., as superintendent of Rocky Mountain National Park, has just been announced by the Department of the Interior. Mr. Rogers' appointment follows the transfer of Superintendent Roger W. Toll, of that park, to the Yellowstone superintendency.

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Potomac 4480

NINTH ANNUAL AUTO SHOW OPENS DOORS

Huge First-Night Crowd Breaks All Previous Attendance Records.

STYLE LEADING FEATURE

CONTINUED FROM PAGE 1.

in the Auditorium would have been out of tune and tone with the character of the star performers, the cars themselves.

Crowd Evinces Appeal.

Through this pageant of an industry's glory moved a mass of humanity that reflected to perfection the universality of the automobile's appeal. They all were there. Every class, every profession, every occupation had its host of representatives clustered first about their favorite cars and later about all the others on the Auditorium and exposition hall floors. It was as if thousands had accepted as a sort of sacred duty the responsibility to worship for a while at the shrine of the vehicle that has opened up a vaster and more livable world.

From the moment of the formal opening at 7:30 o'clock until the exposition closed at 10:30 the doors of the vast building at Nineteenth and E streets admitted an ever-growing deluge of the faithful. That the unsung and the elite have a common interest in the motor car was never more thoroughly proved. The interest may express itself in different price tags. Basically, it is the same.

There never was an automobile show of more surprises. The crowd quickly discovered this fact as it stood before various spots on the gigantic canvas which contained 160 models bearing 38 different nameplates. It learned that the designer has discarded prejudice and tradition, complacency and satisfaction to an unparalleled degree.

Style Runs Rampant.

Style! It runs rampant throughout the entire show. So completely does it dominate that only the nameplates of some cars are familiar. In almost every other respect, some of the makes and models are different this year. Design must be different, distinctive. It is. Markedly so. That is one excellent reason why more than 100,000 cars in Washington are started down the hill that is labeled "obsolescence." Man's endless desire, his unabated demand for something better has brought a satisfactory answer from the Nation's greatest industry.

In their general lines, the new cars tell a clear and concise story of the vaster reservoirs of speed, power, durability and economy under their hoods. Their clean-cut, larger, more efficient engines which may be seen merely by lifting the hood confirm, even in repose, the suggestion of superlative performance.

Comfort is proclaimed by the greater roominess of body, by the employment of form-fitting seats and adjustable seats, and by the shock absorbers that now grace all cars instead of merely those in the higher price classes.

Greater Safety and Ease.

Greater safety and ease of operation is emblazoned on all of the controls of the 1929 car. Steering wheels are larger, boast of narrow rims, and the mechanism they operate moves easily and with delicate precision. Gears shift with an ease and noiselessness that suggest immediately that this feature of the car has claimed greatly of the engineer's time during the twelve months intervening between last year's car display. There is a ruggedness, an amazing operation ease, and a number of changes designed to protect the brakes mechanism from the elements that stamp this newest car as the safest ever put on the market.

Cut-away chassis, scattered throughout both floors of the exposition, drew and fascinated huge throngs. They illustrated not only the mechanical functioning of usually hidden parts but, also, they showed an amazing number of changes designed to make the car stronger and more silent.

Skeleton working models of a host of individual parts, such as lubrication equipment, electrical systems, shock absorbers and brakes illustrated the attention to which various features have been subjected. They showed the effort, endless and more strikingly successful, that is being made to enhance the comfort and perpetuate the life of cars as well as to make them safer.

Accessories Also Attract.

The car itself was the big point of interest, but the accessory display wherever found was a close second.

Among the special exhibits that drew a large and interested audience was that of the American Automobile Association. Recognizing the cosmopolitan character of local motordom, that it comprises those from every State in the Union and from abroad, the A. A. A. has collected the tags of the 48 States, insular possessions, and from virtually all European countries. The display attracted an interest that quickly proved the wisdom of those who collected the tags that comprised it.

Commenting upon the first night's attendance, Rudolph Jose, chairman of the W. A. T. A. show committee and director of the exposition, declared it unquestionably presaged the most successful automobile show in Washington history.

City Motor-Minded.

"With a registration of one car to every five residents, Washington obviously is a motor-minded capital," said Mr. Jose. "In no past display of its interest in motor cars, however, has it equaled that expressed in the first night of the ninth annual automobile show. We expected and prepared for a record-breaking attendance. In number, however, our expectations were exceeded.

"Not even bad weather next week can change our preshow forecast that all attendance records would be broken."

The auditorium will be closed today. It will reopen tomorrow afternoon at 1:30 o'clock and remain open until 10:30. That schedule will be maintained throughout the present week until the close of the exposition next Saturday night.

Arrests for "Petting" Denied by Police

Reports of a revival of park "petting" resulting in interruption Monday night of the tete-a-tetes of eleven young men and their girl companions, as occupants of parked automobiles bearing no lights, were denied at United States Park Police headquarters yesterday.

It was announced there that Park Policeman W. E. Riley, who had been on a check of overtime parking since Monday morning, had deposited tickets for a violation of this regulation in a number of cars, all of which were unoccupied, during the week. The last arrests for "petting," headquarters announced, were two, made January 5.

Vital Statistics

BIRTHS REPORTED.

Robert E. and Marguerite McCally, boy.
Raymond A. and Catherine Fitzgerald, boy.
Lawrence E. and May Luce, boy.
Samuel S. and Elizabeth C. Ford, boy.
Edward B. and Lucile Tindal, boy.
Fred T. and Josie Wilburn, boy.
Harry and Lottie Manos, boy.
Maurice and Helen LaBille, boy.
William E. and Elsie D. Burgess, boy.
Robert H. and Dorothy Briggs, boy.
Clyde W. and Mable M. Harris, boy.
Gus and Evelyn Mamakos, girl.
Paul E. and Margaret R. Martin, girl.
Charles A. and Mimmie L. Mursia, girl.
Raymond H. and Helene C. Buar, girl.
Elias and Rose A. Weinstein, girl.
Henry R. and Serafia Hendler, girl.
William and Gladys Hurley, girl.
Julian and Dorothy Groson, girl.
Joseph and Cosmos Furnari, boy.
Charles F. and Virginia Simpson, boy.
Charles and Mary Henley, boy.
Oakley and Mary Beach, boy.
Joseph and Catherine Pinto, girl.
Guiseppe E. and Maria Fusulli, girl.
Joseph and Violet Brass, girl.
Hawley D. and Camelli Jacob, girl.
Wilbur and Katherine Cobb, boy.
Sylvester and Leslie Dickerson, boy.
Floyd and Mary Dickerson, boy.
William and Laura Flood, boy.
George and Jane Tinny, girl.
William H. and Cherrie Ress, girl.
Milton and Geraldine Hall, girl.
Benny and Dora Hamilton, boy.

LICENSED TO MARRY.

George F. Phelps, 36, and Theresa Wampl, 31. The Rev. Frank X. Bischoff.
Walter Oliver, 18, and Miriam Bardrett, 18. The Rev. George F. Dudley.
Paul L. Crawford, 23, Cleveland, Ohio, and Sadie Daneker, 23, Baltimore, Md. The Rev. William M. Hoffman.
Hilbert R. Lacy, 20, Bercroft, Va., and Margaret Downs, 18, Alexandria, Va. The Rev. William M. Hoffman.
George H. Kenny, 24, New York City, N. Y., and Elizabeth Robbins, 21. The Rev. L. J. Shehan.
Joseph W. McNeely, 25, and Nannie B. Harrison, 26. The Rev. Alfred E. Barrows.
Ralph H. Glaize, 26, and Virginia Dudley, 19. The Rev. Kyle Booth.
Earl DuEaney, 18, and Bessie Carneal, 17. The Rev. Joseph C. Sinclair.
Earl C. Toone, 24, Glen Echo Heights, Md., and Bessie V. Canton, 23, Andrew Chapel, Va. The Rev. Robert S. Barnes.
Lester Lee, 43, Colonial Beach, Va., and Mayme Groves, 23, Oak Grove, Va. The Rev. F. W. Hobbs.
Joseph Suter, 37, and Emma Johnson, 39. The Rev. Alonzo J. Olds.
Roy Brace, 25, and Agnes Peck, 20. The Rev. Thomas Gates.
Edward Bean, 24, and Geneva Jones, 26. The Rev. E. H. Perry.
Samuel Thomas, 46, and Annie Ferguson, 38. The Rev. Daniel E. Wiseman.

Licenses issued at Rockville, Md.:
Harry R. Randall, 23, Washington, and Lillian E. Banton, 19, Richmond, Va.
Cecil Marshall, 27, and Corrie Lee Atkinson, 24, both of Charlottesville, Va.
Carson D. Baker, 27, and Goldie Asilia Weams, 18, both of Catlett, Va.

DEATHS REPORTED.

William F. Poulton, 86 yrs., 1242 C st. ne.
Baker J. Lamar, 86 yrs., 143 Todd place ne.
Michael Noonan, 84 yrs., St. Elizabeths Hospl.
George K. Gilbert, 82 yrs., 3504 Ashley Terrace nw.
Alice E. McKay, 80 yrs., Garfield Hospl.
Alice M. Moran, 77 yrs., 726 13th st. se.
Elizabeth M. Gilbert, 76 yrs., 3504 Ashley Terrace nw.
Harriet M. Crandall, 76 yrs., 1822 Calvert st. nw.
Emma A. Rice, 70 yrs., Masonic and Eastern Star Home.
Maurice M. Risler, 68 yrs., 11 4th st. ne.
Mrs. J. H. Taylor, 68 yrs., Emergency Hospl.
Elizabeth Donovan, 67 yrs., Tuberculosis Hospl.
Abram R. Wingate, 65 yrs., Walter Reed Hospl.
Thomas B. Blackman, 65 yrs., Georgetown Hospl.
Malinda J. Fyer, 61 yrs., 42 New York ave. nw.
Christina B. Vota, 59 yrs., 1312 10th st. nw.
Edwin L. Herndon, 57 yrs., 1384 Monroe st. nw.
Archie W. Boswell, 57 yrs., Sibley Hospl.
George W. C. Hollida, 56 yrs., 301 Maryland ave. ne.
Harry A. Yates, 56 yrs., 1733 Lanier pl. nw.
John W. Brawner, 55 yrs., 78 Kalorama circle nw.
A. Vail Fuller, 44 yrs., 3100 Connecticut ave. nw.
Marie E. Hill, 33 yrs., 1031 5th st. ne.
Esther M. Phillips, 3 yrs., 1223 Bladensburg rd. ne.
Joseph Lamar, 70 yrs., Gallinger Hospl.
Lala Green, 60 yrs., Gallinger Hospl.
Israel Anderson, 58 yrs., 202 G st. nw.
Florence Rajaral, 39 yrs., Gallinger Hospl.
Mattie Reynolds, 37 yrs., Gallinger Hospl.
George Hammond, 36 yrs., Gallinger Hospl.
John Davis, 44 yrs., Home for Aged and Infirm.
Alice R. Baker, 28 yrs., 3706 Prospect ave. nw.
Sylvester Bouley, 2 yrs., 1112 5th st. se.
Doris Clay Smith, 1 yr., 726 Kenyon st. nw.
Mary E. Thomas, 5 mos., 1114 Minnesota ave. ne.

MOVEMENTS OF STEAMSHIPS

New York, Jan. 26.

ARRIVED SATURDAY.
New York, from Hamburg.
Transylvania, from Glasgow.
America, from Bremen.
Columbus, from Bremen.

SAILS MONDAY.
Sandown Castle, for Cape Town.

SAIL TUESDAY.
Scythia, for Mediterranean Cruise.
City of Khios, for Port Said.

SAIL WEDNESDAY.
America, for Bremen.
Exmoor, for Genoa.
Cabo Mayor, for Barcelona.
Transylvania, on Mediterranean Cruise.

REPORTED BY RADIO.
Lapland, from Antwerp; due at pier 60, North River, Sunday.
Nieuw Amsterdam, from Amsterdam; due at Fifth street, Hoboken, Sunday.
Aurania, from Southampton; due at pier 56, North River, Sunday.
Mar. Comillas, from Barcelona; due at pier 8, East River, Sunday.
Hellig Olav, from Copenhagen; due at Seventeenth street, Hoboken, Monday.
Cedric, from Liverpool; due at pier 60, North River, Monday.
Stuttgart, from Bremen; due at pier 42, North River, Monday.
Empress of Scotland, from Southampton; due at pier 62, North River, Monday.
Minnetonka, from London; due at pier 58, North River, Monday.
Roma, from Genoa; due at pier 97, North River, Monday.
Andania, from Liverpool; due at pier 56, North River, Monday.
Aquitania, from Southampton; due at pier 54, North River, Tuesday.
Ile de France, from Havre; due at pier 57, North River, Tuesday.
American Banker, from London; due at pier 7, North River, Tuesday.
Byron, from Piraeus; due at pier 3, Bush Docks, Brooklyn, Thursday.
Presidente Wilson, from Trieste; due at pier 84, North River, Friday.
Rotterdam, from Rotterdam; due at Fifth street, Hoboken, Friday.

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NEWS FEATURES AND SPORTS

The Washington Post.

NEWS FEATURES AND SPORTS

M WASHINGTON: SUNDAY, JANUARY 27, 1929. 19

RETURN GOOD-WILL VISITS AT INAUGURAL BEING DISCOURAGED

Washington Fears Diplomatic Jam if Latin-American Officials Come Here.

LATER DATES FAVORED; SOME LIKE SEPTEMBER

Capital Now Has to Take Care of 55 at Ceremonies on Fourth of March.

By WILFRID FLEISHER.

Several of the Latin-American countries visited by President-elect Hoover during his recent good-will tour have indicated their desire to send special representatives to Washington to attend the presidential inauguration on March 4, but have been discouraged by the American Government on the ground that such a step would be contrary to established precedent in the case of the inauguration of a President of the United States.

It is understood that several of the South American countries which Mr. Hoover visited considered that the inauguration would be a fitting occasion for them to return the visit of the President-elect, and show their appreciation of his friendly mission. In most South American countries, the inauguration of a president is made the occasion for a large celebration, usually attended by special foreign envoys.

Reason for Discouragement.

The main reason advanced by officials here for discouraging sending special envoys to Washington is the lack of space available at presidential inaugurations. It is felt that if the American Government should acquiesce to the expressed desire of a few countries, many other requests would be made by other foreign countries and numerous foreign envoys would have to be taken care of and entertained in a manner suitable to their high rank.

It is now necessary to accommodate the diplomatic chiefs of mission of 55 nations accredited to Washington, and it is pointed out that the limited space would make it practically impossible to increase this number.

Argentina, Brazil, Chile, Peru and Uruguay are all understood to be desirous of repaying Mr. Hoover's visit. While no definite plans have been made yet, reports have been circulated that President Washington Luis of Brazil is planning to come to Washington next September to return the visit of the President-elect and that Foreign Minister Horatio Oyhanarte of Argentina is also planning to come on a similar mission.

Chile, Peru and Uruguay also would return the call with a presidential visit or by delegating their foreign ministers.

Plans to reciprocate the visit of Mr. Hoover have been informally discussed among South American diplomats here, and it is presumed that if these nations send representatives here, nations of Central America visited by Mr. Hoover, including Salvador, Honduras and Nicaragua will want to do likewise.

Never Has Been Custom.

It has never been the custom of the American Government to return the visits of presidents-elect or presidents of Latin-American countries who have visited the United States, although it is stated that if the nations visited by Mr. Hoover desire to reciprocate his visit during his administration, there will be no objection on the part of this Government and that the visiting officials will be entirely welcome.

On one occasion only has the President of the United States returned a presidential visit and that was when President Coolidge went to Havana with the double purpose of returning the visit of President Machado of Cuba to this country and of opening the sixth Pan-American Conference, to which the United States attached the greatest importance.

Besides President Coolidge's visit to Cuba, two other visits were returned by the American Government during the present administration. Secretary of State Kellogg personally went to Ottawa to return the visit here of Premier MacKenzie King of Canada and to Dublin to return the visit of William T. Cosgrave, president of the executive council of ministers of the Irish Free State.

Hope for Exchange Visits.

Presidents-elect and presidents of Latin-American countries who have visited the United States include Senor Dr. Don Epitacio Pessoa, President-elect of Brazil, 1919; Senor Dr. Don Bolliario Porras, President-elect of Panama, 1920; Gen. Petro Nel Ospina, President-elect of Colombia, 1922; Gen. Don Horacio Vasquez, President-elect of the Dominican Republic, 1924; Gen. Plutarco Elias Calles, President-elect of Mexico, 1924; Gen. Gerardo Machado, President-elect of Cuba, 1925, and again as president, 1927; Senor Borno, President of Haiti, 1926. In addition Presidents Taft and Diaz of Mexico exchanged visits on the International Bridge at Laredo, Mexico, in 1909, and Foreign Minister Brum of Uruguay, only candidate for the presidency, was a guest of the Nation in 1918.

The hope is expressed here that the visit of Mr. Hoover will encourage similar visits here from presidents-elect of Latin-American countries, thereby permitting of a personal exchange of views between the executives of the nations and contributing to better relations in the Western Hemisphere.

Earl Will Leave Ranch for Castle

Egmont 30 Years a Cattleman in Canada Before Receiving Title.

Calgary, Alta., Jan. 26 (A.P.).—The Earl of Egmont announced today that he planned to leave Preddis for England within a fortnight. He is waiting a letter from the family heirs.

"I have decided to go to the old country with my son," he said, "and will take up residence at Avon Castle, about eight miles from London. We shall make that our home in the future."

The earl said it did not mean that he was giving up his ranch here in Alberta.

The new earl has been ranching near here for 30 years. He received a vast estate in Great Britain recently when he inherited the title. The good fortune was such a surprise to him that at first he announced he would remain on his ranch.

Too Much Money Is Dangerous, Says Prof. Fisher in Warning

Dollars, However Abundant, Always Seem Scarce, Economist Asserts.

By IRVING FISHER.
Professor of Economics in Yale University.

As stated in the last chapter, the public imagine that a low price level is due to an abundance of goods and a "high cost of living" to a scarcity of goods—that a fall or rise of the price level represents a sort of feast or famine in goods. We have found, on the contrary, that it represents, rather, a famine or feast in money. The inflation and deflation are not merely relative; they are usually also absolute.

Once this important fact is recognized, the whole aspect of rising and falling price levels will change in the public mind. A "high cost of living" in which there was a real scarcity of food, clothing, shelter, and other goods, would mean a general impoverishment, a lowering of per capita real income; but a "high cost of living" caused by inflation does not—not directly, at least—mean any average reduction in human wellbeing; or it does not, to put it another way, mean any lessening of the stream of goods per capita.

Evidently, if a man who formerly got $2,000 a year now gets $4,000, while the prices of all things he has to buy are also exactly doubled he is no worse off and no better off than before. His present-day dollar buys only half of what his former dollar bought; but, as he has two dollars for every one he had before, his real condition has not changed.

The high cost of living, which alarmed many people before and during the World War, was actually accompanied by a corresponding higher average of money incomes, and, therefore did not mean, as those people imagined, any great progressive impoverishment of the Nation. Nor did the depression of 1921 mean, as was then (and still is) commonly thought, that there was an overabundance of products (a surplus of the stream of goods).

Even in Germany when prices rose many billions of times, money incomes also rose many billions, though not as many billions, of times. If money incomes had remained the same as before the war even a hundredfold rise of the level of prices would be unendurable; it would have meant starvation and death for almost all Germans. The actual conditions were not as bad as that.

A Bookkeeping Change?

But if we grant that price-movements are chiefly movements in the value of money, the question naturally arises: What of it? The money yardstick changes, but the thing measured does not greatly change. What harm can there be if prices double simply because money is plentiful and not because goods are scarce? We use twice as many dollars to buy things with simply because we have twice as many dollars to use. Is this not merely, or chiefly, a matter of bookkeeping? How, then, can it be of any real importance?

It would, indeed, be of no importance if everybody's income were adjusted to the change in prices. But this is not and can not be the case. Even if our physical yardstick should vary, such a change, though purely a bookkeeping matter, would confuse all commitments of merchants made in terms of yards, such as sales of cloth, carpet or wire. This would be serious; but a change in the money yardstick, the dollar, is far more serious, and for three reasons:

1. The physical yardstick merely effects the sales of those few goods which happen to be measured in yards. It is important in the ribbon market but not in the wheat, sugar, cotton, coal, oil, lumber, or steel markets. Its variations would not affect the sales of goods measured in bushels, quarts, cords, pounds, tons, acres, gallons, kilowatts, or days' work.

The monetary yardstick, on the other hand, affects all sales. In every sale where we find the yard as the goods-units, we find the dollar as the money-units; so many yards of carpet are sold for so many dollars of money. Likewise every commitment in pounds, bushels, quarts or anything else, involves a commitment in dollars. The dollar is used as much as all other units put together.

If, then, we are at such pains to standardize or stabilize the yard, the pound, and every other goods-units, having—as we do—official sealers of weights and measures to prevent the cheating of the public because of changes in those goods-units, how much more important is it to stabilize the unit of money, applying, as it does, to every purchase and sale!

(2.) This monetary yardstick is used for long-time contracts, in which the dollars of today are exchanged for dollars of the future. There are, to be sure, time contracts in yards and other units, but they are far less frequent, less important and of shorter duration. They generally imply money also, as when future wheat is sold. Practically never do we exchange present yards of cloth for future yards, present tons of coal for future tons, but we are constantly contracting to pay present dollars for future dollars. If a man contracts to pay you a certain number of dollars, ten years hence, for a loan of a certain number of dollars today, it makes a tremendous difference both to him and to you whether the dollars in which you are paid have meanwhile shrunk or expanded. It makes a tremendous difference, for instance, to a bondholder.

This evil (Number 2) is far more serious than the first (Number 1). The great network of long-time contracts, running months, years, generations or even centuries, includes hundreds of billions of dollars in promises to pay money—promissory notes, mortgages, debentures, railway bonds, Government bonds, leases, annuities, pensions, insurance policies, savings bank deposits, and so on.

(3.) A change in the physical yardstick would be at once detected. But the disastrous effects of the subtle change in the dollar are not perceived because of the money illusion. Added havoc is thus wrought because the source of the trouble is unrecognized. If we knew how our dollar changed, we could, to a certain extent, provide against it, just as we can largely provide against the harm done by one other variable unit still in use, the month. We know in advance that February is a short month and March a long one.

For these three reasons, then—the universality of the use of the monetary unit in exchange; its unique use in time contracts; and the invisibility of its tricks—our unstable dollar is vastly more harmful than an unstable physical yardstick or pound weight would be.

Injustice to Debtor and Creditor.

Think of the disturbance of loan contracts. When, for instance, there is inflation, and the price level rises, the creditors lose and the debtors gain.

It might seem at first that this is as broad as it is long, since the debtor gains exactly as much as the creditor loses. It might be argued that no harm can be done to society as a whole either by inflation or deflation, since the average wealth would not be changed.

But one might as well reason that when a bank vault is robbed or when your house is burglarized society is none the poorer. If you, the victim of the robbery, should be told, "What you have lost the burglar has gained, and therefore society as a whole is just as well off!" that would be cold comfort to you.

In somewhat the same sense this burglarizing dollar is defrauding people, even if it does so impersonally. Something is taken away from its rightful owner. The evil is not (primarily at least) general impoverishment; it is social injustice. Unlike burglary or personal fraud, there is no violation of the letter of the law as to debts, but there is a defeat of its spirit and intent.

There is no such thing as a safe bond, issued for any number of dollars, until we have a safe (stable) dollar. What does the promise to be paid one thousand "dollars" fifty years from now amount to? It is the promise to pay one thousand X's (unknown quantities), since, under our present monetary system, no one can foresee what the dollar will be worth 50 years from now. We are very careful to hedge around the promise-to-pay guarantees, liens, mortgages—so that those one thousand X's will surely be paid; but we are not at all careful as to what the X is—simply because it is carelessly assumed, taken for granted, that it will remain the same. We think we have made a loan "secure," and talk of "securities" without realizing what mockeries such terms are.

Objects of Charity.

Extreme examples are always the clearest. The story is told of a Polish clothier, deciding to retire from business, who sold his 100 suits of clothes for 100,000 Polish marks and invested the proceeds in a "secure" three-year mortgage at 6 per cent, thus receiving 18,000 Polish marks in interest and the safe return of his 100,000 Polish marks of principal at the end of three years. But this whole 118,000 Polish marks would then buy only one suit of clothes! Nominally he had received 6 per cent interest. Actually he had lost practically all, interest and principal alike.

A famous professor at Berlin had made a small fortune from the sale of his books. He invested it in so-called "safe" bonds with the expectation of living on the income. At the end of the inflation period he found that his whole fortune, the accumulation of a lifetime of hard work, would not buy a postage stamp! Yet the bonds were not defaulted. He was ruined, not because the promise to pay was not fulfilled, not because goods became scarce and therefore dear, not because his judment was bad, but because inflation depreciated the mark in buying power almost to zero.

In the city of Budapest a benevolent woman founded a genteel poorhouse for just such victims of inflation. When a friend of mine visited that poorhouse he was shown into a little hall bedroom, with one small iron bedstead for two people, a drygoods box for a washstand and on that a tin wash basin. There, he was told, lived two judges of the highest court who had invested their savings in bonds and other "safe" securities. Currency depreciation had reduced the buying power of their once ample incomes to practically nothing. They had become objects of charity.

One of the German witnesses who appeared before the Dawes' commission was a workingman, representing, he said, 15,000,000 German laborers. When asked what labor most needed he said, "a more stable currency." He said the workmen had no way to lay up for a rainy day, to put by money in order to have it ready to pay the doctor and nurse at the coming of a baby into the family, or to provide for old age or funeral expenses. The mark would lose much of its buying power overnight. A wife would meet her husband when he got his wages, snatch the money and run to the grocer to spend it before the soaring prices should soar still higher.

A "Profitable" Fire.

Millions of European savings bank depositors had their life savings swept away, because of the money illusion, few had the understanding to withdraw their deposits in the early stages of inflation, and, had they done so, still fewer would have known how to reinvest them wisely so as to profit by the price movements.

In many countries of Europe the inflation during and after the World War literally ruined millions of middle class investors who had invested in bonds; they were the creditors and lost practically their whole principal by the fall of the German mark, the Polish mark, the Russian ruble and the Austrian crown. These investors—including teachers, lawyers, judges, clergymen, physicians, clerks, depositors in savings banks, the small holders of bonds, the recipients of life insurance money—have now come to be called "the new poor of Europe." Some of these, who had every reason to expect to retire in comfort, are now day laborers, doing anything at all to scrape together a bare subsistence in their old age.

In Austria a striking example was found by another economist, Prof. James Harvey Rogers. A bank, as is not unusual in that country, had taken possession of a number of paper mills. Not wishing to be called a "profiteer," this bank adopted a mechanical system of charging. Beginning with the raw material, the wood pulp, which was paid for in Austrian crowns, the manager added a fixed 10 per cent for one expense, then 15 per cent for another, and so on, thus building up a cost structure until a "fair price" was worked out for the finished product. According to their books these mills were making profits.

One day one of the mills burned down and the manager was forced to sell the stock of wood pulp on hand before it had been manufactured into paper. Between the time when he had bought that wood pulp and placed it on inventory at cost price, and the time of sale, after the burning of the mill, there had been such a depreciation of the crown that the price of wood pulp, along with everything else, had "gone up" enormously.

Accordingly, when the wood pulp was sold, it was found that by the books, the mill which had burned down had made larger profits than any of those which had remained in operation. The truth was simple that they had lost all around, but that the loss was less on the unmanufactured pulp than on the manufactured paper. They had failed to translate their accounts into buying power: they had reckoned in terms of the crown as if it were fixed and stable, whereas it was unfixed and unstable.

Yet, strangely enough, while inflation is going on, the general public finds it hard to admit that there can be too much money. Money, however abundant, always seems scarce.

Getting Rich by Debts.

After a rapid inflation once starts, the clamor for more money often grows louder and louder.

The most striking example of the money illusion in relation to inflation may be found in Germany. The president of the Reichsbank, speaking before the Reichstag on Aug. 7, 1923, flatly states, "the note-issue at present amounts to 63,000,000,000,000,000; in a few days we shall be able to issue in one day, two thirds of the total circulation." The strangest thing was the matter of course way in which this casual announcement was received. Here was inflation going on at terrific speed and ever accelerating, yet no one seemed to care how it would inevitably end.

This heedless optimism reminds one of the definition of an optimist suggested by a famous Yale wit (William Lyon Phelps), as a man who, having fallen out of a nineteenth story window, was heard to mutter just before striking the ground, "so far so good."

A few, of course, grow rich during inflation by going into debt and then having their debts virtually wiped out by that inflation. Hugo Stinnes, the famous war-time millionaire of Germany, was an outstanding example. Sometimes the same people or families who profited by inflation got caught in the reverse tide of deflation, and were ruined. The Stinnes heirs were examples.

How Thrift Is Punished.

Even America had not escaped these evils. A workingman who, in 1896, had put into a savings bank found, in 1920, that his principal, plus compound interest at 4½ per cent, amounted to about $300. On the face of it he had his principal back and in addition $200 of profit, or accumulated interest. This $200 seemed a genuine reward of thrift. But it was an illusory profit like the "profit" on the shirt sold by the woman in Germany, mentioned in the first chapter, or the "profit" of the paper mills in Austria, just mentioned. The appearance of profit was due to a sort of bogus accounting in terms of a varying dollar.

When our American depositor came to spend his $300 in 1920 he found prices nearly four times as high as they had been in 1896; consequently his entire accumulation of $300 would buy only about three-quarters as much as his original $100 would buy in 1896. He would have come off better if he had spent his $100 in 1896. If he had turned his $100 into furniture, jewelry or some other representative commodity in 1896 and simply held that commodity until 1920, he would have had the use and benefit of it during all that period, together with a big advantage over the man who saved; for this commodity would have "appreciated" about fourfold. As it was, his only reward of thrift was punishment. He had really lost, not only his interest, but also part of his principal.

It can all be put in figures. He deposited $100 in 1896. In 1920, each of these dollars was worth 26 2-3 cents of the 1896 buying standard. He took out $300 in 1920, worth 300 x .26 2-3—$80 of the 1896 standard. In short, he put in $100 and took out the equivalent of 80 such dollars. Instead of having, as interest, something over and above his $100 of principal he had really lost $20 of his original principal. Instead of receiving a reward for his self-denial, the saver was heavily mulcted for his abstinence and forethought by our will-o'-the-wisp dollar. There was really no such thing as interest. It was all wiped out by the fall of the dollar. If the reader is astonished and incredulous to learn that our magic dollar made interest vanish, it is because the money illusion has hitherto hid the truth from him.

Chart V shows in graphic form the apparent gain in 1920 dollars of the depositor and his real loss as measured in 1896 dollars. The loss of twenty 1896 dollars was equal in buying power to a loss of $75 in 1920.

Chart IV.

Before 1896, Hetty Green and Russell Sage had made fortunes by loaning at low rates of interest. Had they tried this during the period between 1896 and 1920 they would have had their labor for their pains, much worry and no profit. At the end of that time they would have been poorer than at the beginning.

Suppose Sage had started with $1,000,000 in 1896, investing it at 4½ per cent interest, reinvesting year after year; he would have been in exactly the same situation as the savings bank depositor, only on a larger scale. He would have had $3,000,000 in 1920 dollars; but this would be equivalent only to $800,000 in 1896 dollars. In that period all thrift or saving, by rich and poor alike, was not rewarded, but penalized.

When Gold Bonds Are Gold Bricks.

Any gold bond bought in 1896 and running to 1920, or any intermediate date, proved to be a veritable gold brick. Yet, because of the money illusion, even to this day few know it. Yale University lost heavily during the no-interest period. Yale had recently to ask for a further endowment of $20,000,000, largely, as President Angell said, because of the fall in the purchasing power of the dollar. About $7,000,000 of the new endowment was required to restore the purchasing power of the income from the bonds, mortgages and notes held in 1914. Of course, the same sort of losses were sustained by other endowed universities, foundations, hospitals and churches.

A business man who prided himself on his "safe" investments and who was the manager of a $30,00,000 estate recently boasted that in all the years of his management he had never lost a cent. A young man, just then beginning his work as "investment counsel," succeeded in convincing him that, on the contrary, by his policy of investing only in bonds and mortgages he had really lost two-thirds of the estate's original value, because the dollar had shrunk that much during the period of his investment. And yet this shrinkage of principal was overlooked while this cautious manager haggled over some fractional advantage in the interest on his supposedly safe investments. John E. Rovensky, first vice president of the Bank of America, put it well: "What a mockery it is for bankers to debate for days as to whether a twenty-year bond shall be sold to the public on a 4.75 per cent or 4.78 per cent interest basis, when it is uncertain as to whether the principal amount of the bond will be repaid on an 80 per cent, 100 per cent or 120 per cent basis! We dedicate tomes of deep study to the question of whether the tendency of interest rates during the next ten years will be up or down 1 or 2 per cent, and, at the same time, we leave to chance and to haphazard measure whether the value of the principal will go up or down 10 or 20 per cent. Fortunately the business men and bankers of the country are beginning to realize the situation and are ready to support a movement toward a study of the evil and its remedies."

(Copyright, 1929, by Irving Fisher.)

Next week: Bondholders are frequently victims of our pickpocket dollar—the greatest gamble in the world—a relic of barbarism in civilized time.

THE STORY SO FAR:

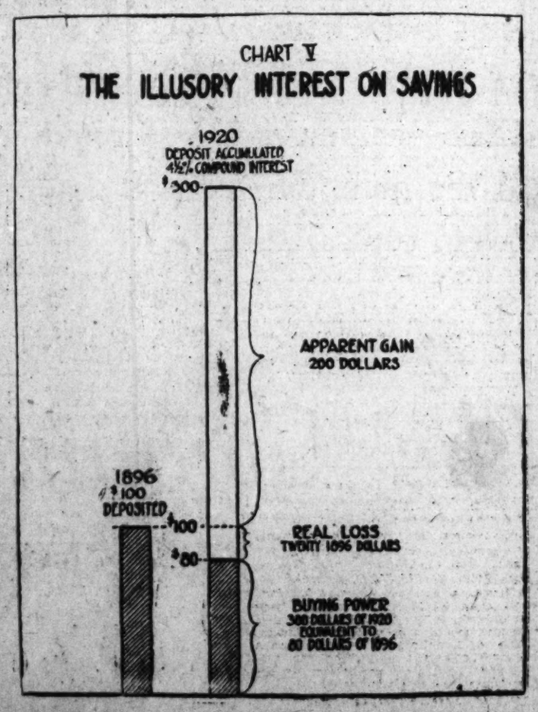
In the first three chapters Prof. Fisher showed that the failure to perceive that the dollar expands or shrinks in value constitutes the Money Illusion. Instead of a high cost of living having been caused by a rise in commodity prices we find that it was really the dollar which fell. Also, if the circulation of money and the circulation of goods should keep going on at the same even space, year after year, there could be no change in the general level of prices. There could be no change if these two streams were both to grow greater or less at the same rate. But they do not.

Whatever happens, as far as the price level is concerned, the only important fact is the relation between these two circulations. It is important to note that if the circulation of money increases relatively to the circulation of the goods the price level will rise, and if the circulation of money decreases relatively to the circulation of goods, the price level will fall. From the preceding chapters it can be concluded that the general level of prices is raised or lowered (which means the purchasing power of the dollar is lowered or raised) by the circulation of money outrunning that of goods or the reverse.

In actual fact the money flow is so unsteady as compared with the goods flow that, in practically all important cases, this inflation or deflation is not only relative but also absolute; there is an absolute increase or decrease in the per capita money flow without any great change in the per capita goods flow. We can therefore say more simply: The dollar usually falls through inflation and rises through deflation.

CHART V

THE ILLUSORY INTEREST ON SAVINGS



CONCRETE CULVERT FOR KINGMAN LAKE NEARS COMPLETION

First Unit of Anacostia Park Reclamation Project Difficult Task.

HIGH-POWERED CABLES IN BED OF BENNING ROAD

$125,000 Will Be Expended on Constructing Sea Wall to Be 3 Feet Over Water.

With completion next week of a culvert under Benning road connecting the two sections of Kingman Lake, forces of the United States engineer's office will have finished the first unit of the Anacostia reclamation project for the present year.

Concrete has already been poured on the decks of this culvert bridge, marking the final part of its construction which has been most difficult through accommodation to five public utilities in Benning road.

When it is realized that 92 per cent of all electric power of the District passes through cables in the road, the difficulties and hazards under which the engineer's office forces worked to safeguard the cables preventing "shutdowns" of power, can be readily imagined.

Besides this, it was necessary to maintain uninterrupted service on the part of local and the Washington, Baltimore and Annapolis traction lines operating over the road, through which also passes telephone and telegraph cables, and pipe lines of the Washington Gas Co.

Special Boat to Excavate.

When this culvert is finished earth on either end will be excavated, providing a channel six feet deep. A special derrick boat of the office, the Benning, the upper works of which are arranged to hinge downward, will pass under the culvert and begin this excavation, into which will be deposited riprap stone, and also the foundation of a sea wall, lining the edge of Lake Kingman. It is proposed to spend $125,000 for the construction of this sea wall foundation.

Since the middle of December dredging has been going on in the main Anacostia channel toward the District line. The dredge doing this work, as well as a smaller derrick boat, had to have their upper works dismantled completely to pass upstream under Benning Bridge. Their work on the project will extend through the present year.

Channel to Be Deepened.

They will deepen part of the Anacostia channel half way up to the District line and excavate half of the Lake Kingman basin. The smaller derrick boat will build levees around various portions of the park to hold dredged material filling the land contemplated as a future park for the District.

In the spring there will be constructed in the upper end of Lake Kingman, just below Hickey Hill, to be incorporated into the site of the national arboretum, a conduit with pipes and control gates, similar to ones, now near the lower end of the lake, of the District Jail.

The budget for the next fiscal year carries $180,000 for continuing the reclamation work in this area including dredging of the lake and river and sea wall construction.

FROM A SENATOR'S DIARY

Being the Day-by-Day Observations of a "Member-at-Large" Set Down for His Own Satisfaction

By the 97th Senator.

January 15.

NO one ever again can question the Senate's right to be called the world's greatest deliberative body. Its reputation for futile multiloquence, I think, is now firmly established for all time. We talked about the antiwar treaty for six weeks and then ratified it without changing a letter or a comma and with only one negative vote. Thus ended the most glorious sham battle in the annals of Congress.

I couldn't keep from chuckling to myself as I listened to the five surviving members of the original band of irreconcilables—Borah, Hiram Johnson, George Moses, Norris and Jim Reed—one by one as their names were called voted "aye" on the ratification of the treaty.

Borah, the erstwhile irreconcilable leader of the irreconcilables, made the final plea for the treaty and did one of his characteristic good jobs of it. I couldn't help thinking, though, of that day nearly ten years ago when he stood like Leonidas against the League of Nations and held the Senate spellbound for nearly an hour with the best speech of his career. That was an exploit not easily forgotten.



SENATOR HALE.

because the Senate, after a steady diet of words for nearly six months, was in no mood to listen to more oratory.

Hiram Johnson borrowed a verse or two from Francois Villon to apologize for his vote. He agreed with Carter Glass who insisted the treaty wasn't "worth a postage stamp."

I never expected to see the day when Jim Reed would vote for any treaty, good or bad. Treaties have always been Jim's pet aversions, next to Herbert Hoover. But Jim isn't nearly as ferocious as he used to be. He gets mellower every day as the hour draws nigh for his exit from public life. Just the other day in the heat of debate he let out a good old-fashioned snarl at Simeon Fess. A moment later he relented, walked across the aisle, spoke softly to Simeon and then shook hands. The next thing we know he'll be getting chummy with Cousin Dave, of Pennsylvania.

John Blaine looked rather lonely all by himself on the negative side of the roll call. I rather expected Cole Blease to keep him company, but Cole, for once, voted in the affirmative. Sir Esme Howard, the British Ambassador, entered the diplomatic gallery just in time to hear Blaine give one farewell twist to the old lion's tail.

Hiram Bingham's widely advertised round robin turned out to be a rather pallid replica of the virile document sponsored by his predecessor, Frank Brandegee, in the Versailles Treaty fight. To soothe the feelings of the round-robiners, Borah brought out his clarification report, prefaced by these words: "This document is made solely for the purpose of putting upon record what your committee understands to be the true interpretation of the treaty and not in any sense for the purpose or with the design of modifying or changing the treaty in any way or effectuating a reservation or reservations to the same." If I understood the English language, this has about as much meaning as Carter Glass says the treaty has, but the round-robin senators were satisfied. As soon as I have the opportunity, I am going to introduce a resolution to have these exalted words inscribed upon a bronze tablet to be erected on the front portico of the Capitol as a monument to irreconcilability. Posterity must not lose this priceless example of senatorial piffle.

January 16.

I FIND some of my colleagues worrying because they hear there will be no senator, ex-senator or representative in the new Hoover Cabinet. How, they ask, can any President hope to maintain the proper contact with the legislative branch of the Government without having in his official family some one who knows the ropes through personal experience in Congress? The only President in recent years who has failed to pick one member or more of his Cabinet from Congress was Taft, they say, and look what happened to his administration.

Calvin Coolidge has two ex-senators, Harry New and Frank Kellogg, in his Cabinet, and also Everett Sanders, an ex-congressman, as his secretary. I have no doubt their previous legislative experience has proved valuable on occasions when it has been necessary to apply the touch of personal contact to get things done on Capitol Hill. Even Woodrow Wilson found it profitable to pick a Cabinet member from Congress occasionally.

Borah appears to be out of the running for Secretary of State and I haven't heard any talk lately of putting



SENATOR BINGHAM.

Congressman Franklin Fort, New Jersey, in the Cabinet. However, I think they can be counted upon to function as "contact men" between the new administration and Congress when necessity demands.

Those who have been predicting that the new Cabinet would be made up of Hoover "boy scouts" will have to revise their guessing. I understand now that amateurs do not stand in high favor in the Cabinet picking and that the President-elect thinks that some previous experience in public office is an important qualification for a Cabinet candidate.

Hoover is proving a more patient and agreeable President-elect than any one imagined he would be. He has received all comers who had the slightest excuse for being received, and has extended his stay in Washington a week longer than he intended in order that no deserving Republican desiring an interview be overlooked. The count of the Hoover callers, as I last heard it, was 153 office seekers, 284 respect payers, 87 volunteer advice givers, 43 senators, 124 congressmen and 2 statesmen, including Charles Evans Hughes and Elihu Root.

January 17.

WENT to the White House to see the President sign the antiwar treaty. There, in the historic east room, where Abigail Adams used to hang out the wash to dry, were assembled the Cabinet, senators, congressmen and subordinate officials to witness the ceremony. Borah was there as the sole representative of the now extinct irreconcilable bloc. He was beaming as happily as he did the day he killed the Versailles Treaty.

Calvin Coolidge is not the man to rhapsodize over anything, but he showed more enthusiasm over the signing of this treaty than any other act of his administration. Some of those present no doubt would have liked to have made more of a ceremony of the occasion, but the President, with a few swift flourishes of his pen, made quick work of it.

Frank Kellogg sat beside the President during the signing as happy as a child at Christmas. He can retire to private life pretty well satisfied with himself. Undoubtedly he is in line for the next Nobel Peace Prize. Frank has cut a much deeper niche for himself in the hall of fame than most of us expected when he was limping around the Senate six years ago as a lame duck from Minnesota. Few men ever have the good fortune to achive the crowning glory of their career at 72.

I hear the President is being criticized for not fighting harder for the treaty. They say he didn't display the combative qualities of Wooddrow Wilson during the League of Nations fight. The answer, of course, is that this treaty was ratified, unchanged, with only one dissenting vote, while the League pact was rejected. Vermont maple strup is mightier than either the big stick or high-powered rhetoric. The Senate can be coaxed but never driven

January 18.

POOR FRED HALE is having a tough time of it with his cruiser bill.

There didn't seem to be any very formidable opposition to the measure in the beginning, but it has been hung up so long that hostility has had plenty of time to develop. Every time Fred tries to get action on it, something comes along to sidetrack it, and the suspicion is growing among my colleagues that Fred's talents do not include skill as a legislative pilot.

Last spring, after the cruiser bill had passed the House, it got caught in the jam that developed as a result of the filibuster in the closing days of the session. The Boulder Dam bill and the treaty crowded it off the right of way when the Senate reconvened in December. When Hale got the bill before the Senate senators ignored it and insisted on talking about prohibition. He made no progress today because we spent the entire session hermetically sealed behind closed doors under strict injunction of secrecy debating confirmation of the nomination of Roy O. West as Secretary of the Interior.

I can't put down anything in this diary about what happened in executive session, because I'd be liable to exxpulsion from the Senate, but I have no doubt the newspapers will contain adequate accounts of it. I've always found that the surest way to get publicity for anything around the Senate is to pledge all senators to secrecy about it.

B. L. S.

EUROPEAN CITIES STRUGGLING WITH TRAFFIC PROBLEM

London, Paris and Berlin Have Their Own Special Street Troubles.

PEDESTRIANS SHUN SUBWAYS FOR THEM

Hard Asphalted Surfaces Make German Capital's Roads Slippery.

Traffic is one of the preoccupations of Washington today. But the capitals of Europe also have problems in their street life, and The Washington Post presents here with a short outline of the traffic situation in various large European centers.

"Keep to the left" and "Speed limit fifteen miles an hour" are the basic rules for London motor cars. No automatic light signals. The Londoners are opposed to their installation and, besides, the city has such a multitude of winding and twisted streets that an automatic control of traffic becomes practically impossible. Therefore the only directing power is the "bobby."

The bobby is the most autocratic and also the most respected traffic policeman in the world. His directions are strictly obeyed both by drivers and pedestrians. If it were not the case London would become the greatest city for street fatalities. As it is it keeps its record on the same level as New York, averaging three victims a day. The most dangerous hours are between 3 and 4 p. m and between 10 and 11 p. m.

In the central parts of the city the congestion equals any in the world. Piccadilly is much worse than Times square. Six busy thoroughfares converge there and the streams of cars and buses coming in from every direction and turning off at five different angles are a constant menace to the walking public.

Subway Is Ignored.

To solve the Piccadilly problem London built at the cost of $2,500,000 a circular subway for pedestrians, with branches radiating to various sidewalk landings. But the public in most cases prefers to stay on the surface and take its chances.

Parking accommodations are also highly inadequate. It was proposed as far back as 1926 to build special parking cellars underground. In the meantime the curbs are blocked on the medium wide streets, which were made into one-way thoroughfares.

In order to relieve the congestion special elevated highways for automobiles are planned. The installation of light signals is also under consideration. Neither of these projects has been realised so far, and all London can do in the meantime is battle with jaywalkers and uphold to the maximum the authority of its bobbies.

Knows No Speed Limit.

"Keep to the right" and "Speed limit ——" There is no speed limit. If it has been officially fixed there is no trace of law recognition to be found among the Parisian drivers. They whiz through the streets at top speed whenever there is a chance, defying all traffic policemen and showing no consideration for the walking public.

In Paris the motor cars have the right of way in spite of the attempted protests of a league of pedestrians. But that does not mean that one is always better off in an automobile. Between 3 and 7 p. m. the pedestrian can make much better headway in the central part of the city than the motorist.

Numerous circular intersections where the traffic is kept rotating in one direction form one of the many causes for delay and congestion. These "merry-go-rounds" are supervised by traffic policemen sitting on elevated platforms and controlling the traffic by means of light signals operated by hand. The signals are switched on and off according to the needs of the moment.

So far, Paris has built three underground passages for pedestrians at the most crowded street intersections. It has also laid down rubber carpets in dangerous spots, like crossings on steep hills, to prevent skidding.

For express automobile traffic the city plans to build two underground south, under the Seine. The other—avenues. One is to run from north to from Place St. Augustine to Place de la Republique, going from east to west.

Slippery Pavements Big Peril.

Berlin has carefully studied American traffic control methods, installed a light signal system and surpassed New York in the efficiency of its operation. The three-color signal lights have been adopted and installed on all important avenues. The lights there do not change uniformity as on Fifth avenue here. The whole street is never paralyzed there. The signals change in intermittent progression at certain calculated intervals and it is possible for a car to go for a long stretch without being held up.

Bicycles are also an essential part of Berlin traffic. There are great numbers of them on streets competing in speed with the heavy uses.

The German capital is unique for its multitude of straight, long, very wide, double boulevards. It is due to them that there is hardly any traffic congestion and cars can proceed at 25 miles an hour at a pretty steady rate.

But there is quite an individual problem Berlin has to cope with—its shining pavements are made of very hard asphalt which become extremely dangerous when wet. Rain and skidding have almost turned into synonymes there and the authorities are wondering what to do with the hard roads which the rain turns into silver slippery ribbons.

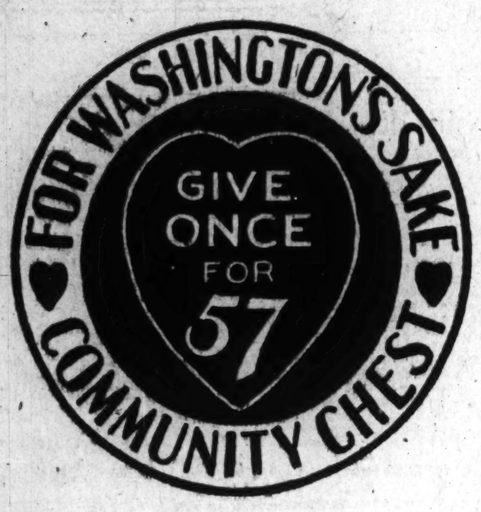
Narrow Streets in Rome.

Rome has a number of streets so narrow that a rule has been made ordering all pedestrians to walk facing the traffic so that they can observe it coming. Since the cars keep to the right there, the pedestrians have to keep to the left side of these streets, often being compelled to press against the walls of the houses. Otherwise, on the main thoroughfares of Rome there is a la Mussolini.

Vienna's traffic still keeps to the left, in spite of several attempts to change it to the right.

In Madrid every subway entrance is also a subpassage for pedestrians desiring to cross the street.

In order to introduce uniform traffic rules and traffic signs all over Europe a special committee had been appointed by the League of Nations. The plan is to substitute the warnings and directions worded in many different languages by emblems and pictures interpreting the meaning in an internationally comprehensive way.



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TOMORROW . . . AN ARMY OF OVER 3,000 OF YOUR FELLOW CITIZENS WILL START THEIR MARCH . . *ON YOU!*

BANKERS, LAWYERS, DOCTORS, MINISTERS, PROFESSIONAL MEN, EXECUTIVES, BUSINESS MEN, WORKERS—men and women in all the many lines of endeavor that make up this progressive city, THE CAPITAL OF THE NATION—over 3,000 of them start out tomorrow morning on the most humanitarian, the most unselfish and the most comprehensive Civic Enterprise Washington has ever undertaken—the city's corporate effort to apply the ideals of fellowship and justice to the unfortunate of all creeds, castes and colors.

They will tell you why we are putting "GIVING" on a business basis

This is a modern age—the age of organization of co-operative effort. Even charity has found it can function efficiently only when properly organized.

Big Business has shown the way—has proved that the only sound foundation for any successful economic structure is afforded by concentration of operation, the combination of resources and the centralization of executive authority.

AND—this is the basic reason for the Community Chest—a combined appeal for FIFTY-SEVEN WORTHY SOCIAL AGENCIES—all functioning through one central unit, all asking at the same time and all sharing the advantages and economies of organization.

—*The Community Chest of* WASHINGTON, D. C.

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SPORTS
The Washington Post.

WASHINGTON: SUNDAY, JANUARY 27, 1929.

WIDE AND NURMI ROMP TO EASY TRACK TRIUMPHS

Radice Stars As Maryland Wins, 20-18

One-Hand Shot Breaks Tie With St. John's in Thriller.

Old Liners Start With Rush to Lead by 14 to 7 at Half.

MARYLAND UNIVERSITY courtmen eked out a 20-to-18 victory over the St. John's tossers, of Annapolis, in the College Park Gymnasium last night, a beautiful running one-hand shot through the webbing by Radice breaking an 18-18 deadlock and deciding the game.

The Old Liners started as though they would make a runaway race of it. The visitors matched their first goal, but then the home team stepped out and rang up a 14-to-7 lead by the time the whistle blew ending the half. A one-hand side-shot by MacCartee was the only 2-pointer scored by the visitors during this period.

It was different in the final half, however, for the "Johnnies" suddenly sharpened their scoring eyes and found the rims often enough to khot the count and finally take the lead at 17-16 on a brilliant one-hand shot from the side by Hoff.

Heagy Dribbles to Basket For "Snowbird" Shot.

Heagy then dribbled all the way down the floor to sink a "snowbird" to put Maryland ahead again, only to see Fader even things up at 18-18 on a charity shot. With three minutes left, Radice scored his basket, which gave his team the lead and this ended the scoring of the game.

Hoff, right forward for the visitors, was top scorer of the evening, getting 7 points, 3 of which were on free tosses. Hetzel, of Maryland, with 6, was second high gun with Heagy, of the home team, and Smith and MacCartee, of the visitors, accounting for 5 each.

Large Crowd Sees Exhibition Of Sensational Shooting.

It was a particularly interesting game after the first half with thrills galore being furnished the large gallery, not only because of the closeness of the score, but because of the large number of shots which bordered on the spectacular.

				St. John's.	G	FG	P
Evans, lf.	1	0	2	MacCartee, lf.	2	1	5
Madigan, lf.	1	0	2	Hoff, rf.	2	3	7
McGann, rf.	0	0	0	Smith, c.	1	3	5
Cohan, rf.	0	0	0	Bernstein, lg.	0	0	0
Hetzel, c.	3	0	6	Fader, lg.	0	1	1
Allen, c.	0	1	1	Carpenter, rg.	0	0	0
Radice, lg.	2	0	4				
Heagy, lg.	2	1	5	Totals	5	6	18
Dean, rg.	0	0	0				
Rabbitt, rg.	0	0	0				
Totals	9	2	20				

Referee—Neun. Time of periods—20 minutes.

Sharkey Gets $23,000; Christner Signs Contract

New York, Jan. 26 (A.P.).—Jack Sharkey left for his home in Boston today $23,000 richer by reason of his victory over the rugged Myer Christner, Akron heavyweight, in their ten-round battle at Madison Square Garden last night. Christner received $10,000 of a gate that grossed more than $80,000.

Before the rubber worker, who won New York fight fans by his gameness and hitting powers, left for Akron he signed with the Garden for a match here February 22 against either Tom Heeney or Paulino Uzcudun. The Spaniard probably will draw the assignment inasmuch as Heeney declared today that he would consider returning to the ring only in the event he is matched with Jack Dempsey for a title go.

Wilson, Card Catcher, Returns 2 Contracts

Philadelphia, Jan. 26 (A.P.).—Jimmy Wilson, catcher of the St. Louis Nationals, has refusedto sign the 1929 contract offered by the Cardinals.

Wilson, who was traded to the Cardinals last season by the Phillies, stated today that he had returned his original contract unsigned last week and that another received yesterday also was unsatisfactory.

"Neither one of the contracts contained the amount of money I think I am worth," said Wilson. "I gave everything I had to the Cardinals last season, and I think they should give me something in return. Besides, catchers are scarce these days."

Washington U. President Retains Coach Bagshaw

Seattle, Jan. 26 (A.P.).—President M. Lyle Spencer, of the University of Washington, has nullified the action of the university's student board of control in relieving Head Football Coach Enoch Bagshaw of his coaching duties. The president last night announced Bagshaw, subject of bitter attack from members of the student body, will fill out his contract which has three years to run.

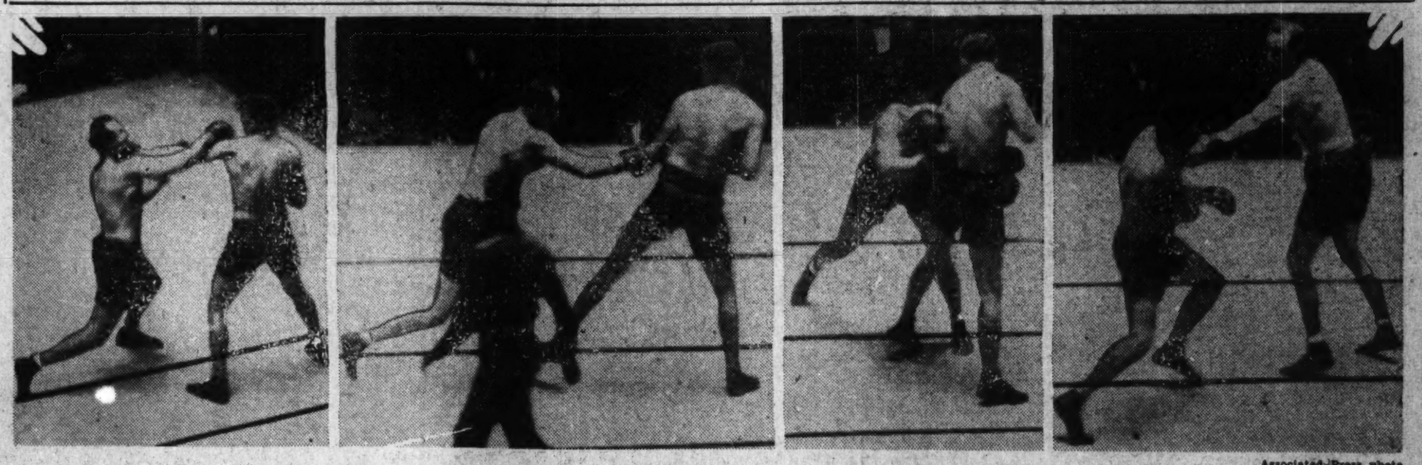
La Barba, Weighing 119, K.O.'s Anzac in Fourth

Sidney, New South Wales, Jan. 26 (A.P.).—Fidel La Barba, of Los Angeles, former world's flyweight champion, knocked out McAlister, Australian boxer, with a left to the solar plexus in the fourth round of a bout here today. Ten thousand persons witnessed the fight. The weights showed La Barba to be a full-fledged featherweight, tipping the scales at 119¾, while McAlister, at 115½, came in as a bantam.

Forcing from the outset, the American did most of the effective punching. The Australian fought back gamely but La Barba was landing accurately and often and in the third round he floored his opponent. Before the referee could begin counting the Australian scrambled to his feet and managed to finish the round.

In the fourth session La Barba drove a hard left to the body which jarred McAlister to his heels. A fierce exchange followed in which the Australian landed a hard left to La Barba's jaw but the American immediately shot out his left to finish his antagonist with the blow Fitzsimmons made famous.

VIEWS OF SHARKEY'S DEFEAT OF CHRISTNER IN BRUISING BOUT



Associated Press photo.

Left—Sharkey puts a terrific straight left to the Akron heavyweight's chin in the fourth round of their bout at Madison Square Garden Friday night. Left center—Christner makes futile attempt to reach Sharkey with right in first round. Right center—Christner boring into the Boston heavyweight in the sixth round to avoid Sharkey's stabs. Right Christner attempting to hold off Sharkey's rush with a long left in the early rounds.

PENN BEATS NAVY FIVE, 39 TO 32

Schaaf Runs Wild Near End of Game Before 6,000 Fans.

Special to The Washington Post.

PHILADELPHIA, Jan. 26.—Penn's speedy basket ball team handed another jolt to the Navy tonight in one of the strangest games that has ever been played at the Palestra. The final count was 39 to 32, but the crowd of 6,000 would not leave until the final whistle, fearful that by some miracle Navy would rush ahead to sudden triumphs. The game was one of sudden spurts, and equally sudden stops, that continued until Joey Schaaf, Penn star, went wild in the last half and in a correct impersonation of Tom Barlow, caged enough field goals to ruin the night for the middies.

It was a contest of strategy, and Penn outgeneraled the future Admirals, as well as outplayed, and outscored the lads from the banks of the Severn.

As a starter the middies sent their second team into the fray and before Coach Wilson could get his regulars on the floor the Red and Blue had rolled up a score of 12 to 1.

Schaaf and Mates Gain Lead Without Taxing Their Strength.

Joey Schaaf and his mates had the lead and they did not wear themselves out. A sensational field goal by Bill Lazar was the factor that made it possible for Penn to lead at half-time, 17 to 14.

Starting the second half, the two teams were on an equal footing. The Penn regulars were just as fresh as the Middie veterans and this time the Red and Blue board of strategy called for offensive, not defensive, tactics.

Thus started the third phase of a game that could well be divided into four parts. The first part was marked by Penn's sudden spurt against the Middies. The second part was featured by the Navy's unsuccessful uphill fight. Now came the third part of the strange fray.

Schaaf Steps Into Hero Role, Making Sensational Shots.

This act of the drama called for Schaaf to step into the heroe's role. It was not a strange part for Joey, who has long since learned the gentle art of being a star. Without much effort he sent Penn so far in front that only a miracle could have saved the Navy and miracles were not happening tonight.

Four times Schaaf rushed down to the corner of the court, took a well-directed pass from either Bonniwell, Lobley or Lazar and tossed the ball with one hand into the basket. They were all sensational shots, but counted just as much as those made after careful aim at the basket.

It was too much for the Navy. A new guard was rushed into the breach, but now Schaaf was going at full blast and before he was taken from the fray he caged two more double-deckers and a couple of fouls.

Navy.	G	FG	P	Penn.	G	FG	P
Allen, f.	0	2	2	Schaaf, f.	8	5	21
Farrin, f.	1	0	2	Noble, f.	0	0	0
Reinhart, f.	0	0	0	Brodbeck, f.	3	2	8
C. Miller, f.	3	5	11	Peterson, c.	0	2	2
Bauer, c.	0	0	0	Bonnowell, c.	1	0	2
Colestock, c.	4	3	11	Lobley, g.	1	0	2
Bernet, g.	0	1	1	Hartnett, g.	0	0	0
A. Miller, g.	1	1	3	Lazar, g.	2	0	4
Bowstrom, g.	0	0	0	Totals	15	9	39
Lloyd, g.	1	0	2				
Totals	10	12	32				

Referee—Degnan.

Nats to Be Big Factor In Race, Says Barnard

Special to The Washington Post.

Tampa, Jan. 26.—President S. Barnard, of the American League, who is here for a conference with President Clark Griffith, of the Nationals, believes that the Washington Club should be a strong factor in the coming pennant race. "The spirit of enthusiasm which undoubtedly will attach to working with and under Walter Johnson in his first year as manager will help much toward this end," he told the Nat owner here today. "There is much strength in the hold-overs on the Washington Club, and the material secured through purchases, drafts and trades will considerably add to the team's chances. I look for your ball club to be a big factor in the disposition of the 1929 pennant," Mr. Barnard added.

Odds on Sharkey Drop After Christner Encounter With Stribling Bout Nearing

Sailor Loses Prestige But Proves He Is Able to "Take It."

By FRANK GETTY
(United Press Sports Editor).

NEW YCRK, Jan. 26 (A.P.).—Safely past the danger mark of their respective tune-up bouts, Jack Sharkey and Young Stribling now can devote their attention exclusively to preparing for their battle at Miami Beach February 27.

Getting past Jack Smith at New Orleans last night proved no trouble at all for the Georgian, who stipped his man in three rounds, but Sharkey had all he could do to outpoint K. O. Christner, of Akron, Ohio, before a hysterical capacity crowd at Madison Square Garden, and nearly ruined a hand in the bargain.

The Bostonian today displayed an inflamed thumb, which he said he injured in the final punch of the fight, but the injury is not sufficiently severe to cause the promoters of the Miami Beach affair to lose any sleep. Sharkey will be a far better man against Stribling as a result of the workout Christner gave him last night, in one of the best scraps between heavyweights seen in these parts in many a day.

Odds on Sharkey Drop as Result Of Fight With Christner.

Since Sharkey encountered so much trouble in his bout with the former rubber puddler with his reputation as a beginner, tentative odds, which had favored the Bostonian to defeat Stribling a month hence, have disappeared.

Sharkey and Stribling still stand out as the two leading heavyweights of the day—always barring Jack Dempsey, George Godfrey, and some of the others who for one reason or another can not participate at this time. The Lithuanian and the Georgian should meet on even terms, which will serve to lend attraction to the Miami Beach match.

"Pa" Stribling and his son are proclaiming that "they" will knock out Sharkey next month, but there was nothing in the latter's desperately fought match with Christner last night to lend weight to their boast. Sharkey absorbed a world of punishment from Christner's active right hand and proved able to keep his head and come back to win after a poor start.

This is something that Sharkey has not always been able to do. He lost several fights more important than last night's through blowing up when an opponent took the play away from him.

Stribling Meets Sailor With Knockout Habit at Crest.

As for Stribling, he apparently is going steaming down to Miami Beach on the crest of a flood of knockout victories, and while his opponents may have been mediocre, the Georgian has the winning habit, and tha is something of no little importance, as any astute judge of fighting will tell you.

Sharkey said today that he would be ready to meet—and beat—Stribling on the date set, although he and his manager, Johnny Buckley, still are humming and hawing about the date on which the Bostonian will go to Miami Beach to start training.

Madison Square Garden's executives consulted with Sharkey today and requested him to be ready to start training on the site of the Stribling match not later than February 2.

Dempsey to Commence Daily Workouts in Ring To Determine Condition

MIAMI BEACH, Fla., Jan. 26 (U.P.).—The call of the leather still beckons to Jack Dempsey. He will start light training Monday. The details of the Sharkey-Stribling fight, which he is promoting in cooperation with Madison Square Garden Corporation, have simmered down sufficiently to allow him to participate in his favorite pastime—boxing.

Dempsey the promoter is going to give Dempsey the fighter some time off each day and Jack will give his body its periodical test.

Gus Wilson, first assistant to the faithful "Jerry the Greek," arrived from New York today. He will assist in the activities that may determine whether or not the Manassa Mauler will be seen in action again.

Jack played his usual record over again today. "I can't tell now if I am going to fight again," he said. "I am going to put my body back into the grind Monday morning and find out how it feels. I will do some road work along the beach every morning and punch the bag in the afternoon. I'll know if I am fit and then I will talk to you about fighting again."

Dempsey will use the bag at the Sharkey headquarters for his afternoon workout and the "no admission" sign will be on the gates.

Dempsey was tonight host to the Washington correspondents here with the Hoover party.

May Carry Hurt Hand Into Big Battle at Miami Feb. 27.

Army Five Trounced By Pittsburgh, 69 to 16

Pittsburgh, Pa., Jan. 26 (A.P.).—The Army, playing its first game away from home after winning nine straight on its West Point court, tonight took a bad beating at the hands of the University of Pittsburgh basket ball team, 69 to 16. Hyatt and Baker, Panther stars, each scored 19 points. Krueger, forward, made three of he Army's four field goals.

CAPO EAST COAST CHAMP.

St. Augustine, Fla., Jan. 26 (A.P.).—Playing a consistent game, Joe Capo, of St. Augustine, won the Florida East Coast golf championship here today by eliminating H. A. Henderson, the medalist of this city, 6 and 5 in the 36-hole finals.

Canada Divides Indoor Net Titles With U. S.

Montreal, Quebec, Jan. 26 (A.P.).—Canada and the United States divided the Canadian indoor tennis titles today. After J. Gilbert Hall, of Montclair, N. J., had won the singles crown by defeating Willard Crocker, Canadian ace, Crocker and Marcel Rainville, of Montreal, captured the doubles final from William Aydelotte and Merritt Cutler, of New York. The doubles scores were, 7—5, 3—6, 0—6, 8—6, 6—4.

FRISCO GRANDE SIGNED.

Kansas City, Jan. 26 (A.P.).—Frisco Grande, flyweight champion of the Philippine Islands, and Blas Rodriguez, of New York, today were signed for a ten-round bout here on February 7.

El Ouafi Takes $5,000 From U. S. to France

New York, Jan. 26 (A.P.).—El Ouafi, Arabian winner of the 1928 Olympic Marathon, sailed for France today with $5,000, earned in his first American tour as a professional distance runner.

Officials at Madison Square Garden admitted that the visit of the wire-haired "Waffle" was anything but a financial success to them. The Garden also paid El Ouafi's expenses during his several months' tour that included races with Joie Ray here and in Boston, as well as distance grinds in Tulsa, Okla., Detroit and Philadelphia.

Ray, who turned professional after being beaten in the Olympics by the Algerian, still is under contract with the Garden. His earnings were less than El Ouafi's. Because of poor attendance the professional match races, Garden officials said El Ouafi would not be invited to return and race again under their auspices.

Three More Nationals Sign Contracts for 1929

Special to The Washington Post.

Tampa, Jan. 26.—The signed contracts of three players—Catcher Albert Bool and Pitchers Archie Campbell and Paul Hopkins—were received here today by Clark C Griffith, president of the Washington Baseball Club. This brings the total of players now in the fold to 15, leaving 17 yet to sign on the dotted line of a 1929 contract.

The Nat owner was particularly pleased at receiving Bool's contract, as this young catcher is being counted upon heavily to come through next season. Campbell, with the Yankees during the early part of last season and released to St. Paul, was obtained in the draft, while Hopkins, who was with the Nats last spring and later sent to Montreal, is to get another chance.

Lou Little's Return to Penn As Coach in 1930 Is Seen

The following story appears in the New York World today. It was written by the World staff reporter in Philadelphia.

PHILADELPHIA, Jan. 26.—Apparently the tremor caused by the resignation of Bert Bell, backfield coach, which stirred to greater activity the generally ruffled waters of University of Pennsylvania football, is the forerunner of a violent shake-up, due ere the 1930 season dawns, which may bring Lou Little, now at Georgetown, back to his alma mater as head coach.

Bell, in disagreement last season with Lud Wray, line mentor, on gridiron policy tacitly gave Head Coach Lou Young the alternative of selecting one or the other for the 1929 season. Young chose Wray.

The originator of the hidden-ball attack, however, is not out of football. He intends to coach somewhere in the fall, and then if Little is to sit in the saddle at Penn, Bert Bell once more will be back in the Quaker fold.

Much depends to be sure, on what happens on Franklin Field this year, without the presence of Bell, if the Little faction is to be successful in supplanting Young, whose contract terminates with the Cornell game, with its candidate.

Success of Penn's 1929 Team May Be the Solution.

Bell favors light scrimmage once the season is under way and stress on the attack, Wray, in particular, and Young want plenty of scrimmage and lean to defensive, rather than offensive, football, waiting for the breaks to score.

Lou Little played in the line at Pennsylvania before the war and on the 1919 team which Bell captained and on which Wray was center. He now holds the title of director of athletics at Georgetown, where his gridiron teams have won great success and wide renown.

Things were going smoothly enough with Little at Georgetown until last year when a new regime assumed control of sports. Various economies were instituted, none of which met with his approval, especially the one which asked him to take a cut in salary. It is likely indeed that Little would not return to the Capital in the fall was it not for the fact that prospects are for a brilliant gridiron season as most of his 1928 team will be available.

A rather queer situation has existed at Penn under Young. Wray directed the line and Bell the back field. Each drilled his men the way he saw fit—and their views on this matter of coaching were diametrically opposed. Bell believed in light work, Wray in scrimmage and plenty of it. It would seem Wray was line coach, Bell back field coach and Young—well, he was head coach.

Little Silent on Report He May Leave Hilltop

Lou Little, athletic director at Georgetown University, last night refused either to affirm or deny the report that he may return to the University of Pennsylvania as head coach of football in 1930. His present contract with Georgetown expires at the end of the 1929 season.

"I know of nothing official in connection with the Penn coaching job," said Little. "In my present position I am unable to comment."

TEXAS OPEN FIELD LED BY WALSH

Unheralded Star Has 139; Smith, Cuici Tie for Second.

SAN ANTONIO, Tex., Jan. 26 (A.P.).—Frank Walsh, of Appleton, Wis., unheralded in the present tournament, slipped in with a 69 tonight to lead the field in the Texas open golf tournament with 139. Henry Ciuci, of Bridgeport, Conn., and Horton Smith, of Joplin, Mo., were tied for second with 141s. Joe Kirkwood, of Albany, Ga., and Danny Williams, of Shackamaen, N. J., were one stroke behind with 142.

All scores of 156 or better qualified for tomorrow's play over the 36-hole route. This qualified a field of 66 as there were several tied at the top figure.

Willard Hutchison, of Pasadena, Calif., was next with 143 and Bill Mehlhorn, of Fennimore, N. Y., Dennis Shute, of Columbus, Ohio, and John Dawson, of Chicago, an amateur, were tied at 144.

Ed Dudley, of Los Angeles, one of the leaders yesterday dropped back today with a 76 for 145.

In addition to Dawso Lewis Levinson, of San Antonio with 147, Ossie Carlton, of Houston, with 150, Clarence Hubby, of Waco, and Logan van Zandt, of Tulsa, with 155s and Bob Meneffee, of San Antonio with 156, all amateurs, were in the field.

Walsh Has Small Gallery But Shoots Masterful Golf.

Playing with a slender gallery, in spite of his 70 yesterday, Walsh clipped a stroke from par at the third hole, and the fifth, but slipped one over on the eighth to turn one under par. On the back nine he birdied the eleventh and seventeenth, but wasted a stroke at sixteen to finish two under perfect figures. His 69 was not the best score for the day, however, as Joe Kirkwood turned in a 68, missing the course record by one stroke and Hutchinson and Mehlhorn each had 69's.

Walsh's card for the two-day play:

Out—			
Par	435	444	435—36
Walsh, Fri.	434	444	534—35
Walsh, Sat.	434	434	544—35
In—			
Par	344	544	443—35—71
Walsh, Fri.	344	545	433—35—70
Walsh, Sat.	334	544	533—34—69—139

The players were favored by better weather than that which greeted them yesterday, but the air was still cool and it took most of them some time to hit their stride.

Most of the prominent pros survived the elimination, but a few well-known players were eliminated, including Cyril Walker, of Paramus, N. Y.; Ralph Smith, of Summit, N. J.; Daniels, of Chicago; Bill Wotherspoon, of Kansas City, and aJck Curley, of Huntington, W. Va. Hubert Bandy, of Waco; Tris Speaker, the famous "Spoke" of baseball, and Al Barbee, of Waco, were among the better known amateurs to fall by the wayside.

Tomorrow's play will start at 8 o'clock in the morning and 2:00 in the afternoon, each man touring the course twice. The 30 finishing with the best scores will divide the $6,500 prize money, the medalist of the 72 holes taking $1,500.

American-Made Cars Lead in Endurance Race

Buenos Aires, Jan. 26 (A.P.).—The second lap of the grand prix automobile endurance classic was completed today without casualties such as marred the run yesterday. Three more drivers however, dropped out before Cordova was reached. The best time for the 240-mile run over the hills was 3 hours, 25 minutes and 14 1-5 seconds. American-made cars were still in the lead.

Kenna Returns Nats 3 Unsigned Contracts

San Francisco, Jan. 26 (A.P.).—Salary differences are holding up the contracts of two big league players, both residents of this city.

Frank "Lefty" O'Doul, husky outfielder of the Philadelphia Nationals, and Eddie Kenna, catcher for the Washington Senators, both are dissatisfied with terms offered them. O'Doul's contract calls for the same salary as he received from the New York Giants last season, but the former San Francisco Seal star feels that he should have an increase. Kenna has returned three unsigned contracts so far.

COLLEGE BASKET BALL

Maryland, 20; St. John's, 18.
Ben Franklin, 36; Gallaudet, 24.
American, 55; Baltimore U., 40.
Washington and Lee, 44; V. P. I., 25.
Northwestern, 27; Notre Dame, 24.
University of North Carolina, 45; University of South Carolina, 33.
University of Oklahoma, 29; Nebraska, 20.
Pittsburgh, 69; Army, 16.
Penn, 39; Navy, 32.
Ohio State, 40; Chicago, P., 30.
ADD COLLEGE
Georgia Tech, 38; University of Georgia, 37.
Auburn, 39; Florida, 32 (extra period).
Furman, 41; Wofford, 24.
Mercer, 52; Citadel, 28.

SWEDE NEVER HEADED IN 1,500-METER RACE IN MAKING HIS DEBUT

Nurmi Is Given Little Opposition in Two-Mile Engagement.

Smooth and Powerful Stride Routs Foes in Masonic Meet.

Consults Watch Often; Takes the Lead on Sixth Lap.

Time, Not Record, Is Considered Good; Gegan Third.

BOSTON GARDEN, Boston, Mass., Jan. 26 (A.P.).—Paavo Nurmi, the Finnish track marvel, won the two-mile invitation race in the fast time of 9 minutes, 12 seconds here tonight in the Prout Memorial meet at the Boston Garden. Nurmi ran nine opponents into the ground and finished three-quarters of a lap ahead of his countrymen, Ove Anderson. Gus Moore, of the Brooklyn Harriers, was third, more than a lap behind Nurmi.

Nurmi's time for the first two-mile race of his second American invasion was 14 1-5 seconds slower than the world's record which he made in this country four years ago.

His actions, however, indicated that he had no serious intentions of trying to better it. Having no pressing opposition, he did not exert himself overmuch.

Tears Out in Front on Sixth Lap, Then Eases.

At the start Nurmi allowed Moore to take the lead and he followed him about the track three times. On the fourth turn the Flying Finn tried to pass Moore, but the little Brooklyn boy fought him off. They parried for two more laps and then Nurmi tore out in front. He increased his lead in every lap, finishing the first mile in 4 minutes 37 4-5 seconds.

Nurmi consulted his stop-watch often at the half-way mark and, after turning around to look over the rest of the field, apparently decided to take things easy for at no time during the rest of the race did he tax himself.

Anderson ran away back in the fuck until the start of the second mile. He ripped through the stragglers and quickly overtook Moore. At this stage of the race Moore was trailing Nurmi by a half-lap Anderson continued his even pace, making no effort to shorten the distance between him and Nurmi during the remainder of the race.

Nurmi Tells Officials That Track Has Too Much Slope.

After the race Paavo told officials that the track was not to his liking. He said it had too much slope for him, making it hard going on the turns.

Leo Lermond, of the Boston A. A., and Jimmy Reid, Harvard track captain, provided the most exciting race of the night in the K. of C. invitation mile. Lermond won the event in 4 minutes 25 2-5 seconds after fighting off Reid on the last two laps, breasting the tape about 10 yards in the lead of the other two starters, Sam Martin and Charley Sansone, both of the B. A. A., who were never contenders at any stage and they finished in that order.

Monte Wells, former intercollegiate hurdles champion and now a graduate student at Dartmouth, retained his New England A. A. U. title by winning the 45-yard high hurdles championship event. He finished 3 yards in front of his old rival John Coolyer, of Brown, and P. E. Powers, of Northeastern, was third. Wells' time was 6 seconds flat.

French Covered Court Title to Jean Borotra

Paris, Jan. 26 (A.P.).—Jean Borotra, Davis Cup veteran, won the covered-court tennis championship of France today, defeating R. George, eighth ranking French player, by scores of 6—2, 6—2, 6—4.

Mme. Kleinadel captured the women's title, winning in the final from Mme. Golding, 6—4, 6—1.

CYCLONES WIN OUT

Congress Heights Cyclones nosed out the Anacostia Emmanuels, 18 to 15, yesterday at Anacostia. For games with the winners, phone Lincoln 2792.

Edwards Does "Iron Man" Stunt; Wins in Two Meets.

An hour or so after he had captured the 800-meter invitation run at the Masonic games in Manhattan, Phil Edwards, crack negro middle-distance runner from New York University, won the 600-yard special in the Norwegian Turn Society's games in Brooklyn. A taxicab took Edwards from the 102d Engineers Armory, Manhattan, where the Masonic games were held, to the Second Naval Battalion Armory in Brooklyn, where the Norwegian meet was staged.

Edwards was given a stern battle of it in the 600-yard event by Oliver Proudlock, of the Newark Athletic Club. Proudlock was beaten by only 3 yards. Edwards' time was 1:14 1-5.

The negro star's victory gave him his second leg on the Olaf Hartzwig trophy.

CAN YOU SAVE?

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It is not extravagance to pay $45 for a fine suit of clothes, but when you obtain that suit for $30, then you have effected an actual saving of $15, and that same rule applies to a $90 value of imported fabric that can now be purchased for $60.

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HIGH STRUNG MAY NOT START IN KENTUCKY DERBY

Ability to Go The Route Is Doubted

Trainer May Save Star of 1928 for Withers and Preakness.

Few Winners of Derby Have Stood Up for Rest of Season.

By GEORGE DALEY.
Special to The Washington Post.

NEW YORK, Jan. 26.—High Strung, owned jointly by Marshall Field and Robert L. Gerry, is a doubtful starter for the Kentucky Derby to be run at Louisville on May 18. High Strung was the leading 2-year-old money winner last year and the winter favorite for the Kentucky classic.

George Odom, his trainer, says quite frankly that his mind is not definitely turned to that colorful three-year-old classic at Churchill Downs—a race so much desired by all horsemen for the colt which won two Futurities last year and headed the list of all horses in money earned with a total of $153,.90.

He goes further by saying that the Preakness Stakes of $60,000 and The Withers of $30,000 would make a nice spring schedule for the son of High Time. This amount almosts to an admission that he questions the ability of High Strung, bred as he is, to go a distance with the best. The Preakness is at one mile and three-sixteenths and The Withers at one mile. The Kentucky Derby is at one mile and a quarter.

Get of High Time Known Chiefly As Sprinters.

Odom is one of those trainers who harbors few illusions about the horses he trains. They must show him before he is convinced. He knows full well that the get of High Time are sprinters rather than stayers. He knows, too, that Sarazen was an exception largely because of his smooth action in running and that High Strung has that same free, easy action which counts so much in getting a distance. He knows also that the colt won the Pimlico Futurity at one mile as a two-year old—an indication that he would go on but he said at the time, "that is heartening but not convincing."

It may be argued that if High Strung can win at 1 3-16 miles, he should be able to go the extra sixteenth of the Kentucky Derby distance. This is true in the main, particularly as speed and condition count more heavily than solid stamina in early season races, but Odom is not inconsistent in saying that he will shoot at one without committing himself to shooting at the other. He simply is waiting for developments before setting his heart on any definite plan of campaign.

Preakness to Be Test of High Strung's Ability Over Route.

High Strung must have a test over a distance, and the Preakness will provide that without the long journey to the Middle West. If he fails to stay, then the Withers, at 1 mile, naturally would be the logical objective. If he wins the big Pimlico race and fairly easily, then Odom is almost sure to send him after the Kentucky Derby, run eight days later. He says as much.

Trainers always approach these rich and tempting fixtures of the early spring with feelings of apprehension. There is always the danger of knocking out a good horse with the season barely under way and with plenty of attractive stakes to come. The pressure necessarily must be heavy to get a horse ready by the middle of May, and examples are not lacking of failure to train on by those brought along fast enough to score in one or the other of those two $60,000 races.

Of the last eight winners of the Kentucky Derby only three stood up under the rigors of this early preparation to be useful later in the season. These were Zev, Whiskery and Reigh Count. It is safe to say that only careful handling and a long rest saved the last named and made it possible for him to go on to his triumphs in the fall.

Morvich, unbeaten as a 2-year-old, never won a race after his spectacular victory in the Kentucky Derby of 1922. That struggle seemed to sap all his reserve for the rest of the season. Black Gold faded away after winning in 1924, while Flying Ebony and Bubbling Over never recovered from the strain on their tendons in being made ready. Coventry and Bostonian were sufferers following their victories in the Preakness Stakes.

Withers Stake Seen Easiest Engagement for Colt.

Others which ran unplaced in these races and amounted to little later, could be mentioned to prove the case if it were necessary to explain further Odom's statement that his mind is not definitely turned to the Kentucky Derby for High Strung. He knows it will be much easier on the colt to start him in the Withers, over 1 mile, and while he is not eligible for the Belmont Stakes, there are plenty of other engagements throughout the season he can fill if not subjected to a tough campaign so early.

Last year Victorian won the Withers at Belmont Park on the same day that Reigh Count won the Kentucky Derby at Louisville. The conflict was unfortunate, as both are exclusively for 3-year-olds. The same conflict may come again this year, in which case Odom will have to choose between the two when the time comes.

Speed Dominant Factor in Derby With Usual Large Fields.

High Strung must turn out to be a real stayer and yet be fully capable of winning at a mile and a quarter in the spring. Morvich was gifted more for his speed than for his stamina and he scored in 1922. Whiskery barely beat Osmand a head in the renewal of 1927, and the latter ever has been rated as a miler—one of the greatest milers by the way, of all time. Misstep, which ran second to Reigh Count last year, proved later he really was at his best only once around the track.

In a race like the Kentucky Derby with so many starters, early speed is a dominant factor in getting free from crowding and interference. High Strung has that speed and with his smooth action is likely to carry it even up to a mile and a quarter as Sarazen, that other great son of High Time did. Odom has expressed himself along these lines two or three times so that caution, rather than lack of confidence in the horse, may be back of his statement that the son of High Time—Emotion, may yet make the journey to Churchill Downs.

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South End of Highway Bridge
(Opp. Washington Monument)

Believe It or Not ---By Ripley



On request, Cartoonist Ripley will send full proof and details of anything depicted by him.

CUP, LEAGUE SOCCERISTS IN GAMES

British and Concord to Meet in Feature Today on Card.

A CAPITAL CITY LEAGUE game and a cup tie match are offered Washington soccer fans today on the Monument Grounds. Silver Spring and Rockville will meet in the league game on Monument Grounds No. 1 and British United and Concord will play the cup match on Monument Grounds No. 2.

The Arcadian-Gaithersburg contest scheduled for today has been postponed in order to give the players and their followers the opportunity to witness the cup tilt, in which unusual interest has been manifested.

Today's game will be the final for Rockville before it plays the Arcadians in a game that will either mean that the Montgomery County kickers will be the Capital City League champions or that the Arcadians will tie them for the lead. Ernest Bluer will referee the league game.

Little Difference in Records Of British and Concord.

There is little difference in the past records of British United and Concord. The two are tied for the lead in the Washington Soccer League, with 9 points each, and both have smart, fast teams. The Concords can rightfully claim a little superiority in speed, but the Englishmen counter with a 2-to-1 victory scored over the Concordians two weeks ago. Louis Bulicek will officiate.

All Scholastic League games scheduled yesterday were postponed due to the soggy condition of the field. Louis Bullicek and Bill Smith, referees assigned to the matches, decided that the possibility of injury to the young players on the slippery field was too great to attempt to play.

Racing Selections

FAIR GROUNDS.
MONDAY.
1—Jean, Farnell Bound, Campion.
2—Fair Argument, Genie Crit, McPogle.
3—Blue Torch, Signola, Grange.
4—General Grant, Black Beetle, Rolls Royce.
5—Yam Toy, Laurie, Harvard.
6—Manzana, Tall Grass, Stage Struck.
7—Honey Fish, Gay Parisian, Torch.
Best—Yam Toy.
—Louisville Times (A.P.).

HAVANA.
SUNDAY.
1—The Miss, Western Eagle, Merry Windsor.
2—Mart Malone, Conflict, Mac Day.
3—Black Agate, Zuker, Girazol.
4—Listerine, Bobbinzo, Ferratura.
5—Dragon, Reddy Fox, Mismoner.
6—Babe K., Frankman, Izetta.
7—Duchess, St. Helena, By Way.
Best—Listerine.
—Louisville Times (A.P.).

MIAMI.
MONDAY.
1—Regular Broom, Florence May, Iristadoa.
2—Tester, Buck, Aviack II.
3—Prig, Gnome II, Billy Doran.
4—Common Sense, Fire Line, Golden West.
5—Black Friar, Noline, Serejavo.
6—Congo II, Red Leather, Golden Tinted.
Best—Common Sense.
—Louisville Times (A.P.).

MIAMI.
1—Regular Broom, Woody Long, Camp Fire Maid.
2—Tester, Margate, Aviack II.
3—Tillie, Mikido, Priz.
4—Common Sense, Lew Black, Fire Line.
5—Black Friar, Serajevo, Ormon Bird.
6—Sun Altos, Red Leather, Festival.
—Trackman.

HAVANA.
1—Searington, The Miss, Drifter.
2—Violado, Mart Malone, Catherine of Russia.
3—Always, Pamola, Zuker.
4—Moonlight, Clorature, Fort Worth.
5—Dragon, Imperator, Loveken.
6—Ben Ahamo, Shasta Plum, Texas Ranger.
7—St. Helena, Duchess, Kitty Cat.
—Racing Form.

TIA JUANA.
1—Red Pennant, Frank Light, Rar Bar.
2—Miss Lester, Conciliation, Rolling Star.
3—Mission Lad, Marie Blanche II, Leo Lampe.
4—Royal Mate, Trinket, Bank, Jr.
5—Silver Sweep, Elmer K., Firth of Tay.
6—Proctor Hug, Andromeda, Old Kickapoo.
7—Manchu, Flagstaff, Wirt G. Bowman.
8—Serenader, Mozart, Jeb.
9—Leyland, No Effort, Little Broom.

TIA JUANA ENTRIES.

(FOR SUNDAY.)

FIRST RACE—Six furlongs; purse, $600; claiming; for 3-year-olds and upward.

1	Weathervane	110	10	*Rasbas			105
2	Franklight	110	11	*Tip Witcher			113
3	*Coffield	107	12	*Square Jack			107
4	*Bull Run	110	13	*Marg. Elnora			105
5	For Me	110	14	Peluart			110
6	*Celline	105	15	*Aalii			105
7	*Honey Nook	110	16	*Shasta Bishop			108
8	Ormostime	110	17	*Shasta Graney			107
9	Waikaiki	110	18	*Follow Me			107

SECOND RACE—Six furlongs; purse, $600; claiming; for 3-year-olds and upward.

1	*Buccarero	95	10	*Kop the Coin			107
2	Domesticated	105	11	Conciliation			110
3	Cyclone	112	12	Silversteen			107
4	*Ollie E.	104	13	Theo Fay			112
5	*Rockiluna	100	14	Argus			107
6	Realist	109	15	*B. Marguerite			100
7	*Scout	93	16	Limit Beth			109
8	*Kalani	95	17	*Miss Lester			107
9	Rolling Star	110	18	*Bill Henry			102

†Irwin and Leslie entry.

THIRD RACE—One mile and 70 yards; purse, $700; claiming; for 4-year-olds and upward.

1	Bardalid	104	8	*Dunbeath			104
2	*Barber Bill	104	9	*Esther Weidel			102
3	M. Blanche II	105	10	Leo Lampe			109
4	Mission Lad	107	11	*War Salaam			102
5	Kidder	109	12	*Church Asset			100
6	*Bobbie Jones	104	13	*Kid North			102
7	Clapper	109	14	*Valley Joe			104

FOURTH RACE—One mile and 70 yards; purse, $700; claiming; for 4-year-olds and upward.

1	*Trinket	104	8	Bank, Jr.			109
2	*Voorflor	104	9	*Circuit			102
3	*Mister Pat	104	10	*Bon Pils			102
4	*Totaro	100	11	*Prin. Hermes			102
5	Clermont, jr.	107	12	Chief Sabattus			109
6	*Eric	109	13	*Heroakil			100
7	*Royal Mate	110	14	*Rural Gossip			102

FIFTH RACE—One and one-quarter miles; purse, $800; claiming; for 4-year-olds and upward.

1	Swoop	108	5	Firth of Tay			110
2	*Elmer II	98	11	Montanaro			105
3	Waikaiki	102	7	Dixie Smith			106
4	*Golden Sweep	107					

SIXTH RACE—Five and one-half furlongs; purse, $1,000; claiming; for 3-year-olds and upward.

1	Longridge	106	8	*Shasta Gold			105
2	Nor'easter	110	9	Jack Elson			110
3	For This	102	10	Montanaro			105
4	*Andromeda	103	11	Proctor Hug			114
5	Orier of Spain	103	12	Alto			95
6	Old Kickapoo	108	13	Liste			92
7	Sanford	107	14	Witchmount			109

†Creech entry.
‡Canyon Stable entry.

SEVENTH RACE—One and one-sixteenth miles; purse, $1,500; the Fallbrook handicap; for 3-year-olds and upward.

1	Blade Va. Va.	90	5	Oh Say			102
2	Seth's Hope	105	6	Machu			110
3	W. G. Bowman	109	7	Royal Play			100
4	Alto	92	8	*Flagstaff			106

*Northway Stable entry.

EIGHTH RACE—One and one-sixteenth miles; purse, $900; claiming; for 3-year-olds and upward.

1	*Tanist	111	6	Mozart			106
2	*Jeb	106	7	*Reportrix			104
3	*Serenader	106	8	*C. Menke			107
4	*Parisette	85	11	*Flora M.			112
5	*Cyclonic	98	10	†Missing			

†Creech entry.

NINTH RACE—Clubhouse course; purse, $700; claiming; for 3-year-olds and upward.

1	*Beowulf		8	*Miss Sourire			91
2	*Dilemma		9	*Flatfoot			95
3	Don Fernando	100	10	Mariner			104
4	*Parisette	85	11	*Your Majesty			97
5	No Effort	111	12	*I Told You			90
6	Leyland	108	13	*V. Vengeance			105
7	*Little Broom	97					

*Apprentice allowance claimed.

C. J.'S WOULD PLAY

Colman Jennings Basketers are looking for games with teams in the 115-pound class. Manager Cohen can be reached at the Noel House or Lincoln 2901. The C. J.'s have the Noel House Gymnasium.

Andrews, Fellows Tied For Cue Tourney Lead

Andrews and Fellows are tied for the lead in the King Pin handicap pocket billiard tourney, Delbert Wells dropping to third place by reason of his defeat by Frank Hobbs who added two wins to his score during the past week.

Standings:

	W.	L.	Pct.		W.	L.	Pct.
Andrews	5	1	.833	Hampton	4	4	.500
Fellows	5	1	.833	Schup	3	4	.500
Wells	6	2	.750	May	2	3	.400
Coburn	5	2	.714	Raley	1	5	.167
Hobbs	4	2	.667	DeLashmutt	0	5	.000
Albert	4	3	.571	Scott	0	8	.000

HAVANA ENTRIES.

(FOR SUNDAY.)

FIRST RACE—Six furlongs; purse, $800; claiming; for 3-year-olds and upward.

1	Vandion	106	7	*Golden S'shine			109
2	Verdevale	102	8	The Miss			103
3	*Empty Glass	101	9	Drifter			103
4	*Nicolett	110	10	Groomsman			108
5	*Western Eagle	106	11	*Merry Windsor			96
6	Double Dare	109	12	Searington			110

SECOND RACE—Six furlongs; purse, $800; claiming; for 3-year-olds.

1	Mart Malone	112	7	*Alacrity			99
2	Verdevale	99	8	Mac Day			106
3	Sheet Lightning	101	9	*Apvaal			96
4	*Fateful	98	10	Fair Impression			106
5	*Conflict	98	11	Cath. of Russia			103
6	Mulcrij	107	12	Violetta			110

THIRD RACE—Five and one-half furlongs; purse, $800; claiming; for 4-year-olds and upward.

1	Zuker	115	7	*Girasol			107
2	*Ciodomir II	101	8	Fanola			104
3	*Always	110	9	Bedford Saint			104
4	Donnatas	106	10	Critic			115
5	Curveur	109	11	Capitol			112
6	*Black Agate	113					

FOURTH RACE—Six furlongs; purse, $800; the Punta Brava; for 3-year-olds and upward.

1	Necromancer	98	6	*Bobbinalong			97
2	Coloratura	100	7	*Donetta			106
3	Laterine	106	8	*Fort Worth			105
4	*Lasandra	90	9	French Lane			98
5	*Moonlight	106					

FIFTH RACE—One and one-sixteenth miles; purse, $600; claiming; the Bonista Summit; for 4-year-olds and upward.

1	The Maple	113	6	Loveken			102
2	*Reddy Fox	104	7	Jenny Dean			103
3	*Dragon	104	8	*Imperator			107
4	Mismoner	106	9	South Breeze			109
5	Miss Maryland	107	10	*Futuro			104

SIXTH RACE—One and one-sixteenth miles; purse, $800; claiming; for 3-year-olds.

1	*Texas Ranger	110	7	*Babe K.			105
2	*Shasta Plum	95	6	Frankman			115
3	Ben Ahamo	110	7	*Tim Gleason			107
4	*Jeb	106	8	*Cranary			102

SEVENTH RACE—Eleven-sixteenth of a mile; purse, $800; claiming; for 3-year-olds and upward.

1	†Duchess	105	5	*Lure of Gold			105
2	*Kitty Cat	105	6	Byway			115
3	*Col. Toka	110	7	St. Helena			100
4	*Linda Archer	92	8	*Caribean			103

*Apprentice allowance claimed.
Weather, clear; track, fast.

FEDERALS PLAY TODAY.

G. P. O. Federals play the St. Martin Cardinals this afternoon on the St. Martin's floor at 3 o'clock. The Federals want games with teams in the senior class. Eddie Cantor can be reached at Lincoln 4571-W.

GOLDBLATT'S POINT TOTAL IS HIGHEST

Cappelli Is Supplanted by Tech Captain as Scoring Leader.

SUPPLANTED by Ted Cappelli, of Eastern, after leading the pack for the first week of the series, Jakie Goldblatt, captain of the Tech Quintet, regained the series high scoring leadership last week. Goldblatt's record now for five games is 51 points, for an average of 10.20 points per game. Included in these points are 19 field goals and 13 foul tosses.

Cappelli, now in second place, has scored 16 baskets and 11 foul tosses for 43 points or an average of 8.60 per game. A new third place man has sprung into the running in Nathan Newman, Business High flash, who has supplanted Jimmy Thompson, of Western, who held that place for almost the entire series to date.

Goldblatt Has Most 2-Pointers; Lewis Leads Free-Tossers.

Newman's record is 32 points for an average of 8 points per game. Thompson is in fifth place with 37 points just behind Jakie Lewis, of Business, who has increased his scoring of points to 38.

Goldblatt, in addition to leading the scorers, leads in most number of baskets with 19 but comes second in foul tosses with 13, Lewis, of Business, leading in this respect with 14.

Following is the complete list of scorers, including Friday's games, the last, to date:

Name—School—Pos.	G	FG	FP	TP	Ave
Goldblatt, Tech, g-c	5	19	13	51	10.20
Capelli, Eastern, f-g	5	16	11	43	8.60
Newman, Business, f	4	12	8	32	8.00
Lewis, Business, g	5	12	14	38	7.60
J. Thompson, West., f	6	13	11	37	6.16
H. Thompson, West., g	6	12	8	32	5.33
McCullough, East., f-g	6	7	7	21	3.50
Wood, Eastern, g	4	8	5	21	5.25
MacCartee, Tech, f	6	10	11	31	5.16
Brown, Western, g	6	12	7	31	5.16
Freeman, Western, c	6	11	8	31	5.16
Brown, Tech., g	6	12	6	30	5.00
Lampson, Central, g	5	3	7	13	4.33
Lucas, Business, f-g	5	8	5	21	4.20
Baer, Western, f	5	9	2	20	4.00
Cross, Central, f	5	9	2	20	4.00
K. Fisher, Central, f-g	6	6	6	22	3.66
DeLisio, Central, g	4	4	5	13	3.25
Romig, Central, c-f-g	4	2	5	9	2.66
Mohler, Central, c-f	4	2	2	5	2.50
Shapiro, Eastern, f	4	3	3	8	2.00
Edelbut, Tech., g-c	3	2	2	6	2.00
Hobey, Eastern, c	4	3	1	7	1.75
Rice, Central, c	3	1	4	6	2.00
Johnson, Tech., f	6	4	3	11	1.83
Hyatt, Business, c	5	1	2	4	1.60
Talburtt, Tech, f	5	4	1	9	1.80
Lovell, Central, f	3	2	0	4	1.33
Eaton, Western, f	4	2	0	4	1.00
Ross, Eastern, f-g	4	2	1	5	1.25
Les Jones, Business, g	3	1	1	3	1.00
Phillips, Eastern, c	4	2	0	4	1.00
Noonan, Eastern, c	3	1	0	2	.66
Cole, Eastern, f	1	0	1	1	1.00
Farkins, Central, f-g	5	1	3	5	1.00
Stephan, Central, c	1	0	0	0	.00
Mahoney, Business, f	4	1	1	3	.75
Hatfield, Western, c-g	6	1	2	4	.67
Goubeau, Western, c	3	1	0	2	.67
Denberg, Business, g	5	1	0	2	.40
W. Fisher, Eastern, f	3	0	1	1	.33
Woods, Western, f	4	0	1	1	.25
Johns, Tech, g	4	0	1	1	.25
Byrd, Western, f	1	0	0	0	.00
Titus, Western, g	1	0	0	0	.00
McElree, Western, g	1	0	0	0	.00
Harwood, Tech., g	1	0	0	0	.00
Kelso, Eastern, g	3	0	0	0	.00
Harrell, Eastern, f	1	0	0	0	.00
Durham, Eastern, g	1	0	0	0	.00
Shirley, Eastern, g	1	0	0	0	.00
Lin Jones, Business, f	2	0	0	0	.00
Dunn, Business, f	3	0	0	0	.00
Finley, Business, g	3	0	0	0	.00
M. Simms, Central, g	2	0	0	0	.00
Norman, Central, g	2	0	0	0	.00
Lamond, Central, g	1	0	0	0	.00
Broadbent, Central, f	4	0	0	0	.00

Fleeting Fire Scores In Feature at Miami

Hialeah Race Track, Fla., Jan. 26 (N.Y.W.N.S.).—Fleeting Fire, a 4-year-old gelding by Camp Fire-Fleeting Moments, a cast off of the stable of H. T. Archibald, showed a high turn of speed over the Miami Jockey Club's course in winning the Magic City Purse, at 6 furlongs, here this afternoon Mrs. Virginia Irwin's Colorbearer took the track at the start and stepped the distance in 1:11 3-5—2-5 of a second behind track mark set by Worthmore, beating Ormon Bird easily by a length and a half. H. P. Whitney's Groucher was third.

Clean Play, winner of the Inaugural Handicap, and top weight in the feature under 120 pounds, declined the issue and Copiapo was made favorite, but he never could get to the front and dropped out of the hunt at the end of a half mile. Groucher was a contender for 3 furlongs but ran as short of a race. Sixty was left at the post.

ROGUISH EYE FANCIED IN DERBY

Coughlin's Horse Is Among Entrants in Kentucky Classic.

LOUISVILLE, Ky., Jan. 26 (A.P.).—Nominations for the Kentucky Derby to be run at Churchill Downs, May 18, have already begun to arrive at the local office. Some of the more prominent entries received to date include John J. Coughlin's Roguish Eye and Karl Eitel, Samuel D. Riddle's two sons of Man o' War, Battleship Gray and Shipmaster, and C. G. Knebelkamp's McGonigle. The entry list closes February 6.

Roguish Eye, it is said here, will be strongly fancied by followers of form, having started seven times, winning three races, once second, once third and twice unplaced. His two failures to finish in the money were in his first two starts at Churchill Downs last spring. He won $25,430 last year, one of his principal winning stakes being the Bashford Manor at the Downs.

He also came out of a tangle to finish third in the American National Futurity, at Arlington. Karl Eitel, stablemate of Roguish Eye, possesses much speed, it is said, and easily won the Prairie State Handicap. His earnings for the year totaled $21,470.

Man o' War Colts to Have Following in Race:

Battleship Gray, one of the good Eastern juveniles, failed to graduate from the maiden ranks last year, due, it is claimed, largely to the fact that in every contest he was matched against the best racers of his age.

Shipmaster ran second to Lycidas in the Grab Bag Handicap and second to Twink in the Albany, in thirteen starts he won one race, at Saratoga, was second four times, third twice and unplaced six times.

The fact that most Man o' War colts have shown great improvement as 3-year-olds will cause both Battleship Gray and Shipmaster to be given earnest consideration among derby candidates, it is claimed.

HAVANA RESULTS.

FIRST RACE—Six furlongs; purse, $800; claiming; 3-year-olds and upward. Sir Barley, 109 (H. Fisher), 6 to 1., 5 to 2, 6 to 5; Capt. Devil, 108 (Catrone), 6 to 2, 6 to 5; Manwell, 111 (Shelton), 1 to 2. Time, 1:12 2-5. Hobcaw, Lafayette, Kanawha, Dancing Shack, Marble Heart also ran.

SECOND RACE—Six furlongs; purse, $800; claiming; 3-year-olds and upward. Lucky Play, 113 (Catrone), 7 to 10, 1 to 3, 1 to 6; Waterbrook, 107 (Schuricck), 8 to 1, 3 to 1; Dolly Dunbar, 109 (Moore), 3 to 1. Time, 1:13 1-5. Bodyguard, Candy Fan, Belascosin, Colie Queen, Bolinters, Philips First, Peggy M., Sonny also ran.

THIRD RACE—Six furlongs; purse, $800; claiming; for 4-year-olds and upward. Peter Joyce, 106 (Catrone), 6 to 5, 2 to 5, 1 to 5; Cadet, 112 (Robson), 7 to 5, 1 to 3, 1 to 5; Bullock, 110 (Stelton), 8 to 5, 1 to 3, 1 to 5. Sir David O'Neil, Calabria, Fire Works, Administrator, Sesame and May Cherry also ran.

FOURTH RACE—Five and one-half furlongs; purse, $800; the Rio del Osmares; allowances; for 3-year-olds and upward. Peter Joyce, 106 (Catrone), 6 to 5, 2 to 5, 1 to 5; Cadet, 112 (Robson), 7 to 5, 1 to 3, 1 to 5; Bullock, 110 (Stelton), 8 to 5, 1 to 3, 1 to 5. Time, 1:07 4-5. Sir David O'Neil, Calabria, Fire Works, Administrator, Sesame and May Cherry also ran.

FIFTH RACE—Six furlongs; purse, $1,200; the Morrow Castle; allowances; for 3-year-olds and upward. Singing Star, 103 (Catrone), 8 to 5, 3 to 5, out; Schaefer, 108 (Robertson), 6 to 5, out; Campsal, 108 (Townrow), out. Time, 1:13 3-5. Jack Bierman and King David also ran.

SIXTH RACE—One and one-sixteenth miles; purse, $800; claiming; for 4-year-olds and upward. Ben Franklin, 112 (Townrow), 4 to 1, 7 to 5, 7 to 10; Yachtsman, 110 (Robertson). 3 to 5, 1 to 5; Scotland Bells, 100 (Winters), 1 to 3. Time, 1:46 4-5. Le Voyant, Indian Corn, Ibby, Good Night, My Destination and Walpole also ran.

SEVENTH RACE—One and one-sixteenth miles; purse, $800; claiming; for 4-year-olds and upward. Rocky Cliff, 107 (Robertson), 8 to 5, 1 to 2, 1 to 4; Flapdoodle, 107 (J. Rice), even, 1 to 2; Queen Emma, 102 (Wallace), 4 to 1. Time, 1:46 2-5. Antonio, Ponk, Tom Hayes, Great Luck, Whistle, Mildred and Bachelors Error also ran.

TIA JUANA RESULTS.

FIRST RACE—Three furlongs; purse, $800; allowances; for 3-year-olds. Quinine, 107 (Kolasy), 6.20, 3.20, 2.80. Spadacus, 112 (Rennie), 2.60, 2.20; Lila Stirnoth, 112 (Trivett), 4.00. Time, 0:36 1-5. Red Mountain, Clark King, O'Boyle, Lady Seth, Vacillate, Brud and Glad also ran.

SECOND RACE—Five furlongs; purse, $600; claiming; for 3-year-olds and upward. Dan D., 108 (G. Woolf), 13.80, 9.80, 3.00. Willow Bramble, 116 (D. Lyons), 2.80, 2.40; Flamarno, 96 (Gooler), 4.20. Time, 1:03. Shore Boat, Lloyd Brown, Skyflight, Cacique, Ragged Ann, Carol, Ralph McDaw and Shasta Apple also ran.

THIRD RACE—Six furlongs; purse, $600; claiming; for 3-year-olds; maidens. Lady Royal, 109 (F. Mann), 10.80, 5.80, 3.00. Valcar, 108 (G. Woolf), 7.60, 4.20; Sunny Smile, 106 (D. Lyons), 2.60. Time, 1:16. Molokai, Rapidia, Jola Meteor, Maurice Ed. Vanettisch, Some Bee, Shasta Falls, Barrie Oliver, Harcum and Be It So also ran.

FOURTH RACE—One and one-sixteenth miles; purse, $700; claiming; for 4-year-olds and up. Quinine, 108 (M. Laboyne), 10.20, 6.40, 3.00; Ben Blandine, 111 (E. Schaffen), 4.20, 3.40; Cockney, 116 (R. Richardson), 10.00. Time, 1:51. Brian Kent, High Card, Abul Fath, Winnewood, Fleet Prince, Olo also ran.

FIFTH RACE—One and one-sixteenth miles; purse, $700; claiming; for 4-year-olds and up. Engadinia, 109 (A. Schenk), 20.40, 8.60, 5.20; Maunoulu, 112 (E. Lozan), 10.60, 6.00; Darius, 104 (G. Flord), 8.00. Time, 1:52. Della Wish, Shasta Ku Klux, Gum Boots, Battle On, Kid North, Wrack Horn also ran.

SIXTH RACE—Six furlongs; purse, $800; claiming; allowances; for 3-year-olds. Agua Caliente, 109 (D. Lyons), 14.60, 6.60, 3.00; Rocky Way, 104 (W. Kern), 4.40, 3.40; Zest, 112 (R. Ayraud), 2.20. Time, 1:13 2-5. Tune In, Tin Soldier, Grenadier Guard, Mill Hand, Our Sally Ann, Turk's Cap also ran.

SEVENTH RACE—Five and one-half furlongs; purse, $700; claiming; for 4-year-olds and up. Short Price, 112 (G. Woolf), 4.60, 2.80, 2.20; Maghery, 108 (R. Leishman), 2.80, 2.20; Simony, 115 (D. Lyon), 2.60. Time, 1:08. Speedy Shaw, Goldex, Rambling, Millson, Frank, Shasta Rabbi, Kit Carson, Mary Kelly, Martinas also ran.

EIGHTH RACE—One mile; purse, $700; claiming; for 4-year-olds and upward. Seagrave, 108 (D. Lyons), 16.40, 9.00, 4.00; Blue Fish, 106 (A. Schenk), 9.60, 5.60; Nereus, 113 (F. S. Mann), 3.60. Time, 1:43 2-5. Biloxi, Griego, Topsy S., Hijo, Vigor also ran.

NINTH RACE—One mile and 70 yards; purse, $800; claiming; for 3-year-olds and up. Common Gold, 103 (Leishman), 10.20, 4.00, 3.80; El Patron, 98 (Trivett), 8.20, 4.40; Shampoo, 110 (Dunlap), 5.40. Time, 1:47. Kid O'Kildaire, Golden School, Shasta Monk, Murch, Neida Jo, King Lehr also ran.

COLLYER'S SELECTIONS

NEW ORLEANS
(Tomorrow).
1—Uncle Matt, Wave Top, Jean.
2—Evergreen Queen, Bounding Deep, Little Minister.
3—Signola, Col. Board, Blue Torch.
4—General Grant, Black Beetle, McTinkle.
5—Yam Toy, Harvard, Laurie.
6—Manzana, Corrowan, Tall Grass.
7—Miss Meise, Bashful Beau, Torch.
Best—Yam Toy.

MIAMI.
(Tomorrow).
1—Woody Long, Regular Broom, Florence May.
2—Stuart's Draft, Tester, Mint Toddy.
3—Arcade, Mikado, Prig.
4—Common Sense, Golden West, Fireline.
5—E. F. Sanford entry, Low Gear, Serajevo.
6—Sun Altos, Red Leather, Bass Money.
Best—Common Sense.
Most probable winner—Yam Toy.
Collyer's system horse—Common Sense.

HAVANA.
(Today).
1—Merry Windsor, Empty Glass, The Miss.
2—Mart Malone, Conflict, Violado.
3—Critic, Always, Zuker.
4—Laterine, Colorature, Moonlight.
5—The Maple, Jenny Dean, Imperator.
6—Babe X. Frankman

MANDLEY RALLIES TO WIN CAMPBELL SWEEPSTAKES

Second Place To Weidman In Upset

Rolls 644 Set; Third Money to Campbell; Capacity Crowd.

Burtner, Second Block Leader, Fails, Dropping to Fifth.

BRADLEY MANDLEY last night came from behind to take first place in the Howard Campbell Sweepstakes in the final block, rolled on the Coliseum drives. While many had picked Mandley to win, a number of upsets marked the conclusion of the popular match, which drew a crowd which taxed the capacity, not only of the temporary stands which Manager "Lonnie" Krauss erected but of adjoining alleys as well.

Not only was Harry Burtner, the leader at the end of the second block, displaced from the top but he was tumbled all the way into fifth place. Tony Santini, who had been holding either second or third, falling with him. Clem "Dutch" Weidman, rolling the second highest set since the event was intitsted, 644, came from nowhere to take second, while Howard Campbell, who conceived the tournament in 1927, sneaked into third place.

Burtner Could Not Make Most Of His Chances; Off Form.

Burtner can not blame his downfall to lack of "breaks," for he missed many easy ones during the final five games and had to be satisfied with a puny 533 score. Mandley, on the other hand, despite one game of 90, turned in a 606 set, the result of games of 121, 90, 131, 139 and 125. This gave him a fifteen-game total of 1,805. Weidman's final score was 1,777, with Campbell getting a 1,769. The latter missed four consecutive three-pin spares in a row in his third game and yet managed to get a 139. One of these marks and he might have taken second.

Santini, who promised to be the "dark horse" of the event, stumped his toe badly last night, getting a 554 set, dropping to eighth, while "Olive" Pacini, fourth at the start of the final block, appeared to have advanced to third until Weidman and Campbell came along.

Newspaper Bowlers In Tourney February 11

An opportunity for newspaper men to try their luck at bowling is slated on February 11, when a newspaper men's bowling tournament will be started on the King Pin Alleys. A feature of this tourney will be the lack of entrance fee, the bowlers merely paying for the games as they roll them. Prizes will be awarded the winners and runners-up of the championship and consolation flights by J. W. ood, manager of the King Pin Alleys. Total pin-fall for five games will determine the winner.

Arville Ebersole, secretary of the Washington City Duckpin Association, is chairman of the committee arranging the tournament, other members being R. D. Thomas, of the Times; Ben McAlwee, of the Herald; Henry Rodier, of the Bulletin; Francis Cronan, of the News; R. J. Atkinson, of the Star, and W. Charles Quant, of The Post.

DISTRICT GOVERNMENT PIN LEAGUE AVERAGES

TEAM STANDINGS.

	G.	W.	L.	Pct.
Highways, Field	48	33	15	.688
Repair Shop	48	31	17	.646
Highways, Office	48	31	17	.646
Chief Clerk, E. D.	48	29	19	.606
Manuel Trainers	48	26	22	.542
Pumping Station	48	25	23	.521
Sewer Department	48	20	28	.417
Building Inspectors	48	15	30	.323
Health Department	48	13	32	.271
Water Registrar	45	12	33	.267

LEAGUE RECORDS.

High team game, Chief Clerk, E. D., 582. High team set, Repair Shop, 1,622. High individual game, Kennedy, Chief Clerks, 154. High individual set, Brown, Highways, Field, 385. High spares, Steele, Chief Clerk, E. D., 122. High strikes, Steele, Chief Clerk, E. D., 21. High average, Steele, Chief Clerk, E. D., 112.

INDIVIDUAL RECORDS.

HIGHWAYS, FIELD.

	G.	Sp.	St.	HG.	HS.	Ave.
Bernhardt	48	93	17	130	354	105
Brown	48	81	24	149	385	104
K. Cole	48	94	14	152	347	103
Stull	45	78	16	128	345	103
C. Cole	49	81	13	129	328	100
Rose	3	5	1	113	295	98

REPAIR SHOP.

Wesley	32	60	12	136	366	104
Guethler	47	99	15	129	347	103
Baden	3	5	1	111	310	103
Storey	44	81	12	135	352	102
Hatch	43	57	17	128	333	99
Clagett	45	86	14	129	329	99
Herbert	15	22	2	115	294	98
Reinhart	18	18	2	104	291	92

HIGHWAYS, OFFICE.

Lynn	35	64	10	126	341	103
Swaggart	48	83	9	133	358	101
Werle	45	75	13	122	325	101
Spates	35	53	5	120	318	97
Wilson	34	47	7	132	321	94
Causey	20	22	8	122	300	94
Roach	20	22	4	109	302	94

CHIEF CLERK, E. D.

Steele	48	122	25	134	389	112
Meoney	48	89	17	135	345	103
Kennedy	48	77	17	154	352	101
Handiboe	45	69	14	127	336	100
Brennan	45	48	13	123	315	92
Bryan	6	6	2	97	277	90

MANUAL TRAINERS.

Weeks	44	64	12	118	330	96
Krehbiel	38	50	12	122	308	98
Brown	12	29	3	110	320	96
Goeln	18	23	4	120	314	95
Harbour	43	49	10	122	323	94
Hartley	11	14	2	125	312	94
Hill	38	47	5	110	314	93
Williams	31	23	11	109	282	90

WATER PUMPING STATION.

Quigley	44	70	10	121	330	97
Anderson	28	45	3	112	317	97
Hibbs	41	62	14	125	319	96
Barnes	43	69	10	122	323	94
Lyons	29	27	8	116	288	92
McKenna	32	27	5	113	288	88

SEWER DEPARTMENT.

Chapin	45	67	8	126	334	97
Schneider	38	50	18	126	322	96
Morrison	44	71	9	122	320	95
Pearson	39	46	10	129	300	96
Bagrarin	14	18	6	118	320	96
McMahon	21	41	7	113	305	93
Pitcher	45	53	10	108	291	90

BUILDING INSPECTORS.

Federline	45	68	14	148	338	99
Anderson	43	65	12	128	326	98
Phoebus	18	19	6	123	312	93
Hostetter	37	32	10	107	275	87
Oehmann	8	7	2	102	263	86
Curtis	45	37	9	98	268	83
Daly	5	5	2	95	256	83
Curran	*13	6	2	90	244	78

HEALTH DEPARTMENT.

Reinhard	44	79	13	141	347	101
Lawler	7	4	4	118	313	96
Malcolm	43	55	17	115	332	99
Caton	18	25	6	113	306	98
Kling	18	23	4	109	298	96
Cross	20	25	5	125	303	94
Carroll	21	20	8	126	311	93
Galloway	18	19	4	104	289	92
Dowd	20	19	4	104	289	92
Malone	13	11	1	109	280	90

WATER REGISTRAR.

Duke	6	6	4	118	303	99
Kelly	33	55	7	128	314	97
Sincovits	8	8	6	119	326	97
Redding	5	11	4	115	315	95
Ford	6	11	4	113	303	95
McGrath	33	36	9	116	297	94
Murphy	5	5	2	100	304	93
Curtin	5	5	2	100	304	93
Cosiler	3	0	3	100	251	84
Lane	15	7	1	92	239	79

SWEEPSTAKES VICTOR AND SCORES OF FINAL BLOCK



BRADLEY MANDLEY.

Names.	First Two Blocks.	1	2	3	4	5	Final Block Totals.	Grand Totals.
Mandley	1,199	121	90	121	139	125	606	1,805
Weidman	1,133	128	138	132	122	123	644	1,777
Campbell	1,149	120	116	139	115	119	609	1,769
Pacini	1,174	109	117	130	124	111	591	1,765
Burtner	1,222	112	100	116	108	98	533	1,755
Whalen	1,158	129	128	104	156	126	613	1,771
Holleran	1,130	99	125	139	110	128	611	1,750
Santini	1,194	107	118	94	123	112	554	1,748
Harrison	1,173	104	123	132	93	117	559	1,732
J. Wolstenholme	1,170	98	99	104	136	120	557	1,727
Waldrop	1,136	113	119	132	106	108	580	1,716
Denuty	1,111	144	99	112	113	129	587	1,701
Frye	1,135	111	115	111	114	101	552	1,687
Lang	1,110	128	93	142	117	97	585	1,695
Hiser	1,093	133	113	110	104	138	596	1,689
Fischer	1,111	117	91	117	92	120	577	1,688
Isemann	1,100	124	117	115	113	113	582	1,682
G. Wolstenholme	1,139	120	104	94	98	120	536	1,675
Morgan	1,083	115	118	145	102	112	591	1,674
McCall	1,110	103	91	128	124	119	565	1,675
Logan	1,091	105	113	110	117	128	572	1,663
Work	1,113	115	106	130	104	93	548	1,661
Barnard	1,086	111	113	127	118	103	571	1,660
Moore	1,091	90	99	104	138	123	554	1,655
Bilhelmer	1,069	109	130	116	101	119	575	1,644
McCurdy	1,099	101	121	88	118	110	538	1,637
Rosenberg	1,107	103	127	106	107	119	566	1,633
Cowles	1,038	113	132	114	123	94	578	1,616
Wood	1,043	108	90	79	108	128	517	1,560

LUTHERAN DUCKPIN LEAGUE STATISTICS

FIRST SERIES.

TEAM STANDINGS.

	W.	L.	Pct.	TP.
Georgetown	37	13	.711	23,254
Reformation	32	13	.711	23,060
Zion No. 1	29	16	.644	22,346
Trinity	29	16	.644	22,016
St. Paul's	27	18	.600	23,070
St. Mark's	27	18	.600	23,042
Incarnation	26	19	.577	21,161
St. Matthew's	23	22	.511	22,830
Takoma	22	23	.488	22,184
Zion, No. 2	20	25	.444	21,593
St. John's, No. 1	20	25	.444	21,239
St. Stephen's	20	25	.444	20,153
Luther Place	16	29	.355	20,341
Grace	16	29	.355	19,792
Christ	14	31	.311	21,081
St. John's, No. 2	7	38	.155	19,716

RECORDS FOR THE FIRST SERIES.

High team sets—Georgetown, 1,649; St. Paul's, 1,626. High team games—St. Paul's, 585; Reformation, 570. High individual sets—Steinmyer (Takoma, 400; Barnard (Reformation), 389. High individual games—Zanner (St. Mark's), 153; Steinmyer (Takoma), 151. High strikes—Barnard (Reformation), 27; Thornburg (Georgetown), 25. High spares—Barnard, 101; Thornburg, 92. High averages—Barnard, 113; Heim, 110. Zanner, 109; Thornburg, 108; Culp, Miller and Polkinhorn, 106 each, and Morrisette, 104.

INDIVIDUAL AVERAGES.

GEORGETOWN.

	G.	TP.	St.	Sp.	HG.	HS.	Ave.
Thornburg	44	4,773	25	92	133	362	106
Shackelford	44	4,567	17	87	128	343	103
Bieber	44	4,520	11	86	135	336	102
R. Lindberg	43	4,419	17	84	127	327	102
A. Lindberg	43	4,357	14	70	136	345	100
Albert	7	625		8	106	204	89

REFORMATION.

Barnard	41	4,671	27	101	146	389	113
H. Crow	27	2,773	11	49	138	356	102
Kluge	34	3,459	12	55	125	330	101
A. Crow	43	4,337	15	53	139	342	100
Hillers	37	3,572	11	55	116	321	96
Seibert	20	1,911	3	27	111	302	95
Higham	23	2,112	11	27	116	288	92
Knauff	12	1,061	3	12	117	310	88

ZION, NO. 1.

Diller	41	4,189	13	75	132	353	102
Niederst'aer	38	3,681	14	59	146	355	102
Mortinson	43	4,358	15	48	142	364	101
W. Ruppertsu	38	3,847	12	64	128	351	101
Hennig	20	1,994	8	30	115	311	99
L. Ruppertsu	39	3,863	8	50	120	316	93
Lutzig	15	1,405	3	16	119	292	93

TRINITY.

A. Erdmann	33	3,413	11	60	133	350	103
Ball	36	3,680	12	59	143	348	101
Wellens	44	4,359	11	69	128	344	99
Bauer	28	2,776	9	38	128	321	99
F. Heinrich	36	3,431	10	44	117	303	95
J. Erdmann	13	1,214	8	6	104	293	93
C. Heinrich	27	2,497	4	26	111	303	92

ST. PAUL'S.

Heim	30	3,328	8	81	137	366	110
Polkinhorn	44	4,788	18	96	137	349	106
Morrisette	44	4,579	23	71	143	344	104
Byng	42	4,232	11	73	120	346	100
Galpin	39	3,843	7	59	127	301	98
Hassler	9	824	1	11	103	301	91

ST. MARK'S.

Zanner	39	4,285	20	89	153	367	109
Hatch	45	4,657	12	89	135	342	103
Culp	44	4,626	12	73	136	360	102
N. Groff	43	4,368	22	66	136	362	101
Fellinger	40	3,900	6	53	120	312	97
Margroff	12	1,115	2	16	115	301	92

INCARNATION.

Scrivener	45	4,145	15	71	148	389	103
Miller	43	4,230	14	44	124	352	103
Kauffman	24	2,431	11	40	126	336	101
Vogel	18	1,834	11	28	138	344	101
Harvey	32	3,113	15	36	132	319	97
Kluge	20	1,911	3	26	119	304	95
Shimmack	26	2,442	11	26	118	312	93
Polk	24	2,239	10	26	113	302	93
Outermayer	20	1,845	4	22	114	276	92

ST. MATHEW'S.

Miller	45	4,789	13	95	149	377	106
Tanner	45	4,595	17	75	143	351	102
Bischoff	38	3,745	12	48	137	382	98
Bohlfant	40	3,764	8	48	126	319	94
Kerr	34	3,095	5	32	116	286	89
Kroll	13	1,084	1	8	99	258	83

TAKOMA.

Rev. Steinm'er	45	4,659	17	80	151	400	103
Culp	45	4,700	25	87	136	349	106
Trombitter	27	2,696	11	45	126	341	100
Gerner	42	4,068	12	50	120	315	96
Umhan	38	3,493	10	40	110	319	91
Waterholter	17	1,543	4	18	99	290	90

ZION NO. 2.

Brudin	40	4,157	11	75	128	347	103
G. Major	38	3,924	10	72	141	329	103
Smoot	5	483	2	5	111	296	96
Buchs	13	1,246	2	24	113	310	95
Hellingers	12	1,126	2	14	111	308	93
Yagge	32	2,980	6	40	117	302	93
Dorsch	35	3,249	9	38	124	298	92
Marques	34	3,063	10	38	112	301	90
W. Major	8	783	1	12	113	277	87

ST. JOHN'S NO. 1.

Koblentz	9	883	0	15	120	310	98
Schlieth	27	2,646	9	40	126	332	98
Prediger	18	1,738	4	25	115	298	96
Baum	41	3,928	10	54	125	327	95
F. Bieber	41	4,117	8	55	120	314	95
V. Bieber	3	287	2	2	105	287	95
Hassell	45	4,267	7	59	119	329	94

ST. STEPHENS.

Gammie	42	4,236	12	76	133	346	100
Merryman	37	3,687	13	54	134	350	99
Freas	14	1,369	4	16	113	314	97
Oliver	12	1,164	2	18	113	306	97
Hood	33	3,121	14	40	120	326	94
Bauer	9	849	2	13	119	300	94
Allen	6	562	1	5	116	288	92
Sartain	36	3,264	3	38	123	301	90

LUTHER PLACE.

Gardner	3	288	0	6	106	288	96
Kight	40	3,844	11	44	119	320	96
Fetsche	26	2,486	5	29	114	298	95
Gates	42	3,790	9	47	120	319	90
Keister	8	722	3	8	104	272	90
Babley	35	3,266	11	30	110	299	90
Eberly	30	2,853	9	27	111	305	89
Black	16	1,269	2	10	100	255	79

GRACE.

C. Brandes	38	3,795	13	60	138	348	99
Newport	41	3,875	14	44	128	330	94
A. Brandes	4	368	0	4	104	268	92
Heine	40	3,693	8	43	120	308	92
E. Holland	25	2,317	10	28	130	306	92
Lehmann	8	741	2	9	108	289	92
Bluege	6	535	4	4	99	270	89
J. Holland	9	798	0	6	107	270	88

CHRIST.

Paulson	10	1,025	4	18	128	316	102
Keller	44	4,024	11	56	121	320	98
Scott	38	3,585	12	36	127	321	94
Scheffel	44	4,141	19	48	119	335	94
Graham	38	3,564	8	46	112	302	93
Kesmodel	40	3,586	9	31	116	307	89
Fisher	15	1,334	2	14	109	297	88
Kiler	3	243	0	3	84		81

ST. JOHN'S NO. 2.

Humphries	3	304		7	108	304	101
H. Barghausen	13	1,245	4	17	111	307	95
J. Barghausen	42	3,862	12	47	124	309	91
F. Kohler	37	3,294	6	48	112	302	90
H. J. Bieber	10	894	2	9	104	286	89
Dering	28	2,522	6	20	112	301	87
Wohlfer	23	2,098	5	19	110	294	84
Graff	6	511	1	6	105	289	82
Kanaski	8	685	6	3	97	281	85
Weitzel	17	1,438	4	12	108	269	84
Hoffman	7	590	2	7	106		84
Fred Kohler	13	1,239	4	8	105	258	82
Smith	10	816	1	7	96	226	81

Arlington and Fairfax Bowlers Open League

Clarendon, Fairfax and Potomac teams garnered the laurels in the opening matches of the Arlington-Fairfax Bowling League last night on the Rosslyn Alleys. Clarendon took two out of three from Jefferson, while Fairfax held the same margin over Falls Church. Potomac won three matches by forfeit.

COMFORTER LEAGUE BOWLING AVERAGES

SECOND HALF.

STANDING OF THE TEAMS.

	W.	L.	Pct.	HG.	HS.
Lincolns	5	1	.833	526	1,512
Its	4	2	.633	606	1,563
Aces	4	2	.667	582	1,592
Sachems	3	3	.500	613	1,767
Windies	3	3	.500	612	1,735
Tornadoes	2	4	.333	562	1,592
Nationals	1	5	.167	598	1,685
Demons	1	5	.167	583	1,663

LINCOLNS.

	St.	Sp.	HG.	HS.	Ave.
P. Reidy	29	104	135	342	106
Lucas	14	41	124	320	99
Crittenden	1	24	118	301	96
Shackleford	3	7	111	293	96
J. Raferty	2	4	98	250	96
T. Raferty	0	3	100	286	95

ITS.

A. Ford	16	89	140	368	112
W. LaBille	21	105	141	378	110
Werle	18	104	138	367	109
Werrs	2	59	135	387	108
C. Ford	17	87	145	366	106
O'Lone	9	50	122	346	101

ACES.

T. Mahoney	1	9	130	329	109
R. Reidy	13	56	129	346	100
R. Hurley	5	18	115	310	99
Mullikan	9	41	108	293	91
Groom	9	28	108	291	90
Crown	0	21	102	261	85

SACHEMS.

Whalen	10	45	142	383	115
Clem Smith	22	93	137	392	108
Wormsley	10	60	137	373	103
Hutchinson	1	40	140	404	101
Seebode	15	56	125	328	100
King	0	3	100		95

WINDIES.

Anderson	24	89	147	416	115
Frye	11	66	139	366	114
Overend	16	99	139	380	113
Pricci	12	52	155	370	106
Fulmer	14	58	143	351	105
Bondur'nt	17	74	127	329	103
Calahorn	10	24	113	305	96

TORNADOES.

Dusterhoff	8	42	137	335	107
Bailey	19	74	131	347	104
R. LaBille	14	79	131	347	104
Miller	7	35	117	316	100
Jones	1	16	118	321	96
McAboy	6	6	106	295	92
Cero	1	12	109	298	91
Kelly	1	12	109	295	91

NATIONALS.

Tyler	10	88	133	380	107
Melchior	8	23	149	345	104
Wirts	12	24	128	352	101
Chopburg	1	24	128	352	101
McDonough	1	20	115	322	100

DEMONS.

Honey	5	29	134	374	110
Festell	24	89	132	368	109
R. Jarman	6	6	113	316	105
Kinny	21	78	136	357	102
Sizer	9	39	123	326	98
Schroen	3	31	112	288	92
R. Jarman	8	43	111	291	94
Smith	8	36	111	291	92

RECORDS.

High team games—Sachems, 613; Windies, 612; Its, 606. High team sets—Sachems, 1,767; Its, 1,763; Windies, 1,735. High individual sets—Anderson, 416; Hutchinson, 404; Clem Smith, 392. High individual games—Pricci, 155; Melchior, 149; Anderson, 147. High strikes—Reidy, 26; Anderson, Festell, 24 each; Smith, 22. High spares—W. LaBille, 105; Werle, 104; Overend, 99. High averages—Anderson, 115-25; Whalen, 115-14; Frye, 114.

BUSINESS MEN'S PIN LEAGUE STATISTICS

	G.	W.	L.
Brodt's Inc.	45	32	13
Hecht Co.	45	30	15
Dome Oil Co.	45	28	17
Piggly Wiggly	45	27	18
Mot. Pic. Ex.	45	26	19

	G.	W.	L.
Wal. Mot. Co.	45	23	22
A. Lacey	45	23	22
Colo. C. Co.	45	18	27
H. Kauf. Inc.	45	14	31
Schw. & Son	45	7	38

RECORDS.

High individual game—Goode (Dome Oil Co.), 151. High individual set—Rosenberg (Motion-Picture Exchange), 398. High team game—Motion Picture Exchange, 611. High team set—The Hecht Co., 1,817. Most strikes—Wells (Brodt's, Inc.), 23. High spares—Honey (Harry Kaufman, Inc.), 119. First high average—Rosenberg (Motion Picture Exchange), 114-6. Second high average—Litchfield (Brodt's, Inc.), 110-25. Third high average—Morgan (The Hecht Co.), Reichard (The Hecht Co.) and Kasson (Chas. Schwartz & Son), 110-1. Fourth high average—Honey (Harry Kaufman, Inc.), 109-40.

BUSINESS MEN'S LEAGUE.

BRODTS, INC.

	G.	H.G.	H.S.	St.	Sp.	Ave.
Litchfield	41	139	365	21	95	110-25
Smith	16	121	323	8	29	102-2
Goldstein	45	136	373	22	94	104-25
Wells	43	132	352	23	68	103-28
Bowles	41	136	356	12	74	103-22
Powell	38	128	348	18	66	102-10

THE HECHT CO.

Morgan	26	136	375	18	74	110-1
Reichard	3	128	331	2	7	110-1
Rosenberg	19	141	389	13	35	109-5
Kettler	24	126	346	12	69	104-31
Ritchie	38	131	338	8	72	103-16
Rice	27	122	334	8	52	102-25
Maione	17	134	332	7	28	102-5
Tobey	3	94	323	2	18	102-2
Shugrue	5	113	320	1	6	102
Nalis	32	129	356	8	48	100-1

DOME OIL CO.

Goode	45	151	366	19	109	100-35
Leese	45	131	377	11	97	105-32
McQuilken	40	137	349	17	79	105-2
Jackson	38	138	353	12	62	100-18
Oliver	43	152	348	15	80	103-12
Gammie	3	104	290	0	5	96-2
Hood	1	105	281	1	7	94-2

PIGGLY WIGGLY.

Groves	29	137	349	16	60	108-23
Douglas	41	128	340	19	74	105-31
Daly	18	120	343	7	44	104-11
Bradford	14	122	323	1	27	102-9
Reid	37	123	345	15	60	102-8
Fagan	40	127	340	13	59	98-29
Downs	26	123	319	5	43	96-20
Hendricks	3	106	288	0	9	96
Ryon	5	106	285	1	4	95

MOTION PICTURE EXCHANGE.

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JOHNSON TO GIVE NAT ROOKIES THOROUGH TRIALS

Bool, Catcher, To Be Closely Watched

Manager Believes Two Starting Pitchers Are Among Recruits.

Goslin Only Outfielder Sure of His Post, Says Pilot.

By FRANK H. YOUNG.

BECAUSE a minor leaguer attends a "big time" training camp does not necessarily mean that he was given a trial, the history of the national game being full of cases where the rookie was ordered to report, did so, but only went through the motions of being tried out, due to the fact that the manager already had made up his mind as to who would be the regular and understudy for the particular job sought. As a result, all the busher drew was a nice spring vacation in Florida. This accounts for the many cases of youngsters not making the grade until the second, third and sometimes fourth trials.

This will not be the case at the Nationals' training camp, which opens at Tampa next month, according to Manager Walter Johnson. "It would be foolish for me to say, as so many managers do, that every position on the Washington club is open, as everybody knows that statements of that kind are all the bunk.

"However, I can truthfully say that every one of the youngsters who goes South with us will be given a real trial. President Griffith and I already have cut loose the talent which we did not believe had a chance to help us any, and those left can earn themselves jobs, at least as understudies, by getting out and hustling.

"We're trying to line up a pennant winning combination, and naturally want to keep the best men. There is a chance for at least one newcomer to break into our outfield, our infield is by no means set, we can use as many good pitchers as prove their cases, while our catching staff is more or less of a problem."

Ruel to Be Regular Catcher If His Arm Is O. K.

Johnson apparently is not worried except as regards his batterymen. "If Muddy Ruel's arm proves to be O. K. he will be our regular catcher and will work in practically all of the games," he said, "but should he have trouble getting it to function properly I don't mind telling you that we will be up against it. We are trying out a new system of training in Ruel's case and I am confident that it will work out all right."

The new Nat leader then vouchsafed the information that while Bennie Tate and Ed Kenna may do, he believes that there is room for improvement and intends to pay particular attention to Al Bool, the Nashville recruit, who joined the team on the last Western trip. "I've never seen Bool, but he made a great impression with the players, and I expect to see a whole lot of him this spring. He's a big fellow with a wonderful whip and I intend to use him in many of the exhibition games and to give him every possible chance to make good."

Bool, by the way, created quite an impression in his short trial with the Nats. He hit .344 in the Southern, which boasts of some good pitchers, and made a great reputation for himself as a catcher of would-be base stealers. "I don't know how smart he is," Johnson added, "but I don't rate this so-called 'smartness' so highly, and if he shows up well mechanically he'll do. Of course, an experienced and cagey catcher helps keep a young pitcher steady, but when the older pitchers are working they know what it's all about and will do their own thinking."

Johnson Believes He Has Two Starting Hurlers Among Rookies.

Johnson believes that if he can develop two starting pitchers from the youngsters at the Tampa camp his mound staff will be set, and he mentioned Lloyd Brown as one whom he planned to take in hand. "They tell me this young southpaw has lots of stuff and only needs to better his control. The fact that he already has reported at Tampa at his own expense shows that he means business, and I'm going to take him in hand, let him know that I am depending upon him to start some games and see if I can't develop him into a good man."

Ad Liska, the subway-ball hurler, is another on whom Johnson is banking heavily, and this youngster also will be given special attention, with Bobby Burke's name also on the preferred list. "Several of the others have good records," Johnson added, "and I am confident that we will not have to worry about pitching next season."

As to the other positions, it is an open secret that "Goose" Goslin is the only player absolutely sure of a regular outfield job with the Nats, although the veteran Sam Rice likely will be back in the right garden when the season opens. But Sam, as well as Sammy West and Emile Barnes, will have to fight for their jobs, all of which, no doubt, is good news for Messrs. Spencer Harris and Melburn Simons, only one of whom likely will be let out in any event.

The infield candidates will have the second-base job to fight for, a The "winter books" show Jack Hayes the favorite, with the speedy and experienced "Stuffy" Stewart next, but the job may be classed as an open one with the best man landing it.

Usually managers have a pretty fair idea as to the make-up of their team before the training camp opens, but with actual vacancies or doubtful spots in all departments, indications are that plenty of fuel for the Washington chapter of the "Hot Stove League" will be forthcoming from the Smoker City during next month and March.

UNBEATEN JEWISH CENTER TEAM ENTERS TOURNEY



Louis Johrden, Post Staff Photographer.

The entry of the Jewish Community Center Flashes, sensational 130-pound quintet pictured above, which has won 19 straight games, has been assured for the South Atlantic basket ball tournament in March to be sponsored again by The Washington Post. Coach Manny Goldfarb, has compiled an enviable record at the center this year, none of his five teams having been beaten in 41 games. Left to right (front row), Henry Cohen, Dave Nemerofsky. (Middle row), Stanley Korman, Harold Klotzin, Ralph Goldberg. (Back row), Coach Manny Goldfarb, Frank Levine, Sidney Letvin, Jack Understein, Manager Irvin Tash.

High School Sports Develop Many All-Around Athletes

By MIKE KELLEY.
(Eastern High School Coach.)

SINCE the repeal of the two sports regulation in the local public high schools, quite a few of the athletes in the different schools are showing evidences of marked all-around ability that was hidden formerly when a boy's competition was limited throughout the year to two major sports of the four commonly listed as majors, football, basket ball, baseball and track.

In recent years we have seen some fine all-around athletic timber in such athletes as May of Business, Wilson of Western, Colley of Central and Hoffman of Eastern who represented their schools in every sport sponsored to any degree and who were classed as the equal of former luminaries who flashed across the local high school athletic spotlight in days gone by.

May, to Business ollowers, brought back the days of the Wise boys, by his varied talent and is classed as the best athlete to represent the Stenographers in many years. During his four years at Business, May played football, basket ball and baseball in season, and aided considerably in enriching the athletic history of that school. All-high honors came to him in every sport he took up and he featured his last baseball season by a fine exhibition of long distance hitting that caused some of the "scouts" of the Big leagues to look him over for future use.

Wilson Had Busy Athletic Career At Western High.

"Bob" Wilson, of Western, was seen on every Red and White football, basket ball and baseball squad while he attended the school from across the creek and made a name for himself there, not only for his marked athletic ability but for his manly qualities and leadership far above the average. Wilson too, was selected as the outstanding player in his position more than once by the local newspapers and captained each of the teams he played on at some time in his high school career.

"Heinie" Hoffman, of Eastern, in his final year 1928, was a member of the football, basket ball, track and baseball teams at that institution and is the holder of the local school boy record for the javelin throw, won in the last interhigh spring meet. These three athletes just mentioned stood out prominently in the sport circles of the high schools during their careers and are now together at Maryland University where they are finishing their freshman year.

Nelson Colley, now at Emerson Institute but formerly at Central, was always classed by the writer as the best all-around athlete in his time, in our high schools. Colley took part in three sports for Central, basket ball, baseball and track, but could easily have won a place on any of the football squads at Central while he was there.

Colley's Play Determining Factor In Central's Court Success.

His play in last year's basket ball series was clearly the determining factor in bringing the title to the Mount Pleasant School. As a high hurdler and broad jumper in track and an infielder on the baseball nine, he ranked high among the athletes in the schools and seemed to possess such a wealth of natural ability that he excelled in any line of sport he took up.

Filling the shoes of these athletes this year are Hunt, of Western; Lewis, of Business, and McCullough and Wood, of Eastern, among the most prominent. Hunt was on the football team at Western, is a leading member of the court squad that upset Tech the other day, and a splendid shortstop on the baseball nine. Lewis, too, is a three-sport man who is carrying on where May left off at Business.

McCullough and Wood have an opportunity this year to become the first athletes to win letters in the four major sports in many a day. Both will have won letters in football and basketball at the close of the court season; they seem reasonably sure of capturing their baseball letters and have a fine opportunity to gain them in track. McCullough is a half-miler of experience, while Wood performs with the javelin.

All these boys are writing history in the athletic pages of the schools they represent and their names will be familiar to the future greats of the local high school athletic world.

BALTIMORE U. BEATEN BY AMERICAN

Burgess Accounts for 25 Points; Final Score, 55-40.

"BRIGHT EYES" BURGESS, freshman ace of the American U. Five, alone was too much for the Baltimore U. Quintet last night. His mates helped him, however, so the Orioles took a sound lacing by a score of 55 to 40 on the Methodists' floor.

The Baltimoreans were pregame favorites by reason of three victories scored previously over other Washington College Teams. For one half the visitors seemed due to hang up No. 4, as they ran wild in the last ten minutes of the first session. After having trailed at one time by 15 points, they came with a rush to narrow American's lead to 24 to 23 at intermission.

In the rest period the Orioles evidently cooled off, but Burgess "got hot," as the rah-rah boys say, and therein lies the story. When his smoke cleared away "Bright Eyes" had increased American's total by 20 points, and the decision was far beyond the reach of the Baltimoreans.

Burgess Puts Dick Merriwell To Shame With Exhibition.

Burgess put Dick Merriwell to absolute shame. His point total for the game was 25. From the time Morris, of Baltimore, tied the score at 28-28 until the final whistle Burgess couldnt miss. He caged them from beneath, from side court and from the center of the floor, and whether the going was easy or tough accuracy marked all his shots.

As mentioned above, Burgess was given some help. Dave Lichiter, lanky center, contributed five field goals, while the other American regulars—Capt. LaFavre, Kessler and Schloss—all took a hand, though to less extent, in the scoring.

Hinky Hane, guard, was the best of the Oriole Team. He sank the leather for 13 points besides playing a scintillating floor game. His work featured Baltimore's sensational rally in the first half. Allison, center, and DePoala, substitute guard, also helped Baltimore considerably.

American U.	G	FG	P	Baltimore U.	G	FG	P
Burgess, lf.	10	5	25	Elliott, lf.	1	0	2
Elliott, f.	0	0	0	Seideman, f.	1	0	2
LaFavre, rf.	3	1	7	Silver, rf.	3	0	6
Olsen, rf.	0	0	0	Klein, rf.	0	0	0
Lichliter, c.	5	2	12	Allison, c.	2	0	4
Washburn, c.	0	0	0	Morris, lg.	2	1	5
Schloss, lg.	4	1	9	DePoala, lg.	2	0	4
Levine, lg.	0	0	0	Decker, rg.	1	2	4
Kessler, rg.	1	1	3	Hane, rg.	5	3	13
Fields, rg.	0	0	0				
Totals	23	9	55	Totals	17	6	40

Foul shots attempted—Burgess (5), LaFavre (3), Lichliter (4), Schloss (2), Kessler, Elliott, Seideman (2), Silver (2), Morris (2), DePoala, Decker (5), Hane (4). Referee—Daley (G. W.). Umpire — Metzler (Springfield). Time of periods—20 minutes.

Eastern High Defeats Hagerstown Five, 26-12

Special to The Washington Post.

Hagerstown, Md., Jan. 26.—Eastern High School of Washington easily defeated the Hagerstown High School basket ball team by the score of 26-12. The superior pass work of the visitors kept the ball in their possession most of the game. The playing of Ryan, Capelli and Wood for Eastern and Stonebraker for Hagerstown featured.

Hagerst'n H.	G	FG	P	Eastern H.	G	FG	P
Phillips, f.	0	0	0	Capelli, f.	1	4	6
Stonebraker, f	2	0	4	Ryan, f.	4	0	8
Hammaker, c.	1	0	2	Robey, c.	2	0	4
Rosenberg, g.	1	1	3	Wood, g.	2	0	4
Hart, g.	0	2	2	Zahn, g.	1	2	4
Seral, g.	0	1	1				
Totals	4	4	12	Totals	10	6	26

Referee—Herbein.

Y JUNIORS WIN TWO GAMES.

Y. M. C. A. Junior Basketers won twice last night, over the Brookland Boys Club Tossers, 14 to 12, and over the St. Thomas Five, 33 to 20.

Y. M. C. A.	G	FG	P	Br'kland.	G	FG	P
Woodcock, lf.	0	0		lf.	0	0	0
Morgan, rf.	3	0	6	Franke, lf.	0	0	0
Balonis, c.	0	0		Facchina, rf.	1	0	2
Bone, c.	0	0	0	Crane, c.	2	0	4
Shirley, lg.	2	2	4	Duffley, lg.	0	0	0
Perry, g.	0	0	0	Dove, lg.	2	0	4
Rhodes, rg.	0	0	0	Facchina, rg.	1	0	2
Totals	6	2	14	Totals	6	0	12

Referee—Daugherty (Aztec).

Y. M. C. A.	G	FG	P	St. Thomas.	G	FG	P
Woodcock, lf.	1	0	2	Toomey, lf.	1	0	2
Morgan, lf.	3	0	6	Agers, rf.	3	0	6
Fry, c.	2	0	4	Smith, c.	2	2	6
Rhodes, rf.	1	0	2	Foots, lg.	0	0	0
Bone, c.	2	0	4	Kernan, rg.	3	0	6
Salons, g.	0	0	0	Ryan, rg.	0	0	0
Robertson, lg.	0	0	0				
Shirley, rg.	5	1	11	Totals	9	2	20
Totals	16	1	33				

Referee—Costello (Gonzaga).

TOURNAMENT PLAY AIDS TEAMS

District Fives Confident of Defeating Baltimore.

ALTHOUGH Washington had more entries in the South Atlantic tournament last year than Baltimore, the Maryland city won four of the five championships. The Woodlothians, playing this season as the Washington Grays, were the only District winners to survive the finals, winning the unlimited title.

Before The Washington Post brought the tournament games to Washington, District clubs had to be more or less content to let Baltimore walk away with the chief honors and the A. A. U. gold medals. However, despite the fact that Washington teams have lost a majority of titles since the intercity finals were started two years ago, District managers, players and followers are not convinced that the brand of basket ball played in Baltimore is superior to that played here.

Team Entry Blanks Now Ready at The Post.

Lack of tournament experience of local teams is blamed by most Washington basket ball followers for Baltimore's domination in the annual play-offs. Baltimore has staged the South Atlantic tourney for years, and the majority of its best teams are those which have worked their way up through the various classes.

Washington not only expects to surpass the record set for entries last year, but can promise its Baltimore brothers tournament-wise teams. A checkup on those clubs which competed here last year shows that a majority will again enter. Many clubs have changed their names, but have not lost any of the experience gained last year, and in some cases the previous year.

Team entry blanks were received at The Washington Post Sports Department yesterday and are now available to all bona fide and amateur teams in the city. Many teams obtained the blanks last night. Members of The Post's staff will assist managers in properly filling out the blanks.

K. of C. Five Battles Boys Club Team Today

The Knights of Columbus Five, with a changed line-up, will meet the Boys Club All-Stars today in the feature game of a double-header in the K. of C. Gymnasium, starting at 3 o'clock. In a preliminary, the K. of C. Scholastics will face the Harriman A. C. at 2 o'clock.

The personnel of the K. of C. Team follows: Moser, Banta, Boenr, Enright, Hanback and Fitzgerald.

South Atlantic A. A. U. Hike Again Won by Agee

Special to The Washington Post.

Baltimore, Jan. 26.—It was just another career for Bill Agee. The Emorywood Athletic Club star ran his own race, led all the way and won as he pleased in the annual cross-country championship race of the South Atlantic Association of the A. A. U. at Clifton Park this afternoon.

1—William Agee (Emorywood A. C.), 3 hours 7 minutes 11 2-5 seconds; 2, Arthur Huggins (Emorywood A. C.), 3 hours 8 minutes 15 1-5 seconds; 3, Eugene Newton (Cross Country Club), 3 hours, 9 minutes 22 seconds; 4, Roger Kirkpatrick (Cross Country Club); 5, Nelson Pearce (Emorywood A. C.); 6, Emil Gross (Cross Country Club); 7, John Davidson (Emorywood A. C.); 8, John Kisolenck (Cross Country Club); 9, Carl Anderson (Emorywood A. C.); 10, William F. Spittle (Cross Country Club).

L. L. Lane High Gunners In Local Club Shoot

L. L. Lane won the high spoon trophy in the singles on the Washington Gun Club program yesterday at Benning. Lane shot a score of 24 and then shattered a straight to round out a total of 50 to lead the other gunners by a wide margin.

H. H. Shelton, Dr. A. V. Parsons and Walter Wilson, all tied in determining the handicap trophy winner with Shelton emerging victorious in the shoot-off and Parsons and Wilson falling out in the miss and out. Shelton's final score was 45 with a handicap of 6.

Fifty singles—Lane, 49; Wilson, 45; Livesey, 39; Parsons, 44; Shelton, 45; Cain, 37; Durant, 26; Ellis, 26; Yates, 26.

Trophy contests—Lane, 47; Wilson, 45; Welsh, 23x25; Livesey, 40; Parsons, 47; Shelton, 46; Wynkoop, 46; Cain, 38; Mayhew, 22x25.

Doubles—Lane, 22; Parsons, 19; Shelton, 20; Mayhew, 19.

Boys' Club Feature Won by Standard Five

An extra-period 1-point triumph of the Boys Club Standards was the highlight of a triple-header basket ball program last night at the Boys Club. The Standards nosed out the Yorkes, 35-34. In the other games, both in the 85-pound division, the Times Boys Club Five walloped the St. Martins, 24-7, and the Colonials downed the Tigers by 13 to 12.

Yorkes.	G	FG	P	Standards.	G	FG	P
D. Brienza, lf.	4	2	10	Tortorise, lf.	5	1	11
Delnesro, rf.	0	0	0	D. Kline, rf.	2	0	4
Soldano, rf.	0	0	4	Ferguson, c.	3	0	6
Grasg, c.	4	1	9	A. Kline, lg.	2	1	5
Sullivan, lg.	3	1	9	Colbert, lg.	3	0	6
Sampson, rg.	1	0	2	Lassise, rg.	0	3	3
Totals	12	10	34	Totals	15	5	35

85-POUND LEAGUE.

St. Martin's.	G	FG	P	Times B. C.	G	FG	P
A. Farrell, lf.	1	1	3	Fell, lf.	5	0	10
J. Roland, rf.	1	0	2	Bailey, rf.	3	0	6
Greatorex, c.	0	0	0	Miller, c.	0	0	0
M. Curtin, lg.	0	0	0	White, lg.	2	0	4
R. Flavin, rg.	1	0	2	Hoffman, rg.	0	0	0
Totals	3	1	7	Totals	11	2	24

Referee—H. Bragg.

Tigers.	G	FG	P	Colonials.	G	FG	P
Hahn, lf.	0	0	0	K. Kitchen, lf.	2	0	4
Russell, rf.	0	0	0	W. Brady, rf.	1	0	2
Vermillion, rf	0	1	1	Funkhauser, c.	0	0	0
Lassise, c.	1	3	5	Calamaris, c.	1	0	2
Heatwole, lg.	0	1	1	Galiano, c.	2	0	4
Porter, rg.	2	2	4	T. Brady, lg.	0	1	1
				J. Beaver, rg.	0	0	0
Totals	3	8	12	Totals	6	1	13

Referee—Money.

Corcoran and B. Y. P. U. Team Set Pin Records

John Corcoran, rolling for the West Washington Team in the Baptist Young People's Union Men's League, rolled 178, 120, and 102 for a total of 400, to establish a high set record for this league last night.

West Washington.				East Washington.			
Corcoran.	178	120	102	W.Smith.	86	88	90
C.Hodges.	110	114	113	M.Talbert.	98	109	103
Sabean.	105	110	128	Powell.	105	90	117
Cleary.	113	116	109	R.Smith.	93	91	102
H.Hodges.	110	116	109	Lewis.	108	123	101
				Handicap.	15	15	15
Totals.	616	553	568	Totals.	520	516	528

Gray Five Wins First Half In Community League

Washington Grays finished on top in the first half of the Community Center League by defeating Woltz basketers last night, 31 to 21, on the Eastern High court. Buscher, T. Peck and Forney featured for the winners, while Harrington starred for the Woltzmen.

Wash. Grays.	G	FG	P	Woltz.	G	FG	P
T. Peck, lf.	4	0	8	Stewart, lf.	0	1	1
Buscher, rf.	4	5	13	Lafsky, lf.	0	0	0
Forney, c.	3	1	7	Heiss, rf.	1	4	6
Banta, lg.	3	0	6	Harrington, c.	3	0	6
McDonald, rg.	0	3	3	Barnard, lg.	0	1	1
				Swift, rg.	2	1	5
Totals	11	9	31	Totals	6	9	21

Referee—Sauber (Central Board).

BENFRANKLIN VICTOR OVER GALLAUDET

Proctor Is Outstanding Star as Collegians Bow, 36-24.

By GARRETT WATERS.

INDIGNANT over the insinuation that their game with Gallaudet was to be "only a workout for the Kendall Greeners," the Benjamin Franklin Five got its revenge last night in the form of a 36 to 24 victory in a fast and well played game in the Gallaudet gymnasium.

Trailing woefully in the early going, the Accountants broke loose just before the intermission and got within four points of the Kendall Greeners to trail only 9 to 15 at the whistle.

Led by Charlie Proctor, a new scoring menace to District teams, the Accountants got into full motion in the last two quarters to gain the lead and finally win the game.

Charlie Proctor Plays Leading Role in Accountants' Victory.

Proctor did a "Cosgrove, a Burgess, a Cappelli or a Goldblatt," in scoring nine baskets and two foul shots for 20 points.

In the few minutes after the intermission when the lead changed hands twice, it was Proctor who registered points for Benjamin Franklin from all angles.

From the time Draplewsky tied the score 21-21, it was all Proctor and Benjamin Franklin for the remainder of the game. Almost incessantly, Proctor hit the rims each time Benjamin Franklin advanced down the floor.

In a previous game between the two teams, Gallaudet won handily by a 37 to 25 score.

Gallaudet.	G	FG	P	Ben Franklin.	G	FG	P
Dyer, lf.	2	1	5	Hoddinott, lf.	0	0	0
Cosgrove, rf.	3	1	7	Proctor, lf.	9	2	20
Cain, c.	0	0	0	Chatlen, rf.	2	2	6
Draplewski, lg	5	0	10	Pollinger, c.	1	0	2
Hokanson, rg.	1	0	2	Sherman, lg.	4	0	8
				Stewart, rg.	0	0	0
Totals	11	2	24	Totals	16	4	36

Referee—J. Mitchell.

Silver Spring Basketers Entertain Miami A. C.

The big attraction for surburban basketball fans is scheduled this afternoon when the Silver Spring Service Company Five entertains the Miami A. C. Tossers, champion of Miami, Fla., in the Silver Spring Armory, beginning at 3:30 o'clock.

Eagles Play Cumberland K. of C. Tossers Today

The Skinker Bros. Eagles will face two of the hardest battles of the season this afternoon and tomorrow night in their stronghold at Congress Heights. Johnny Long, former Catholic University star, will lead the Cumberland K. of C. Five in an invasion of the Eagles' court today.

The Cumberland Club has a brilliant record, and last week held the Cleveland Rosenbaums, of the American League, to a close score. This game starts at 3 o'clock.

The French's and Tremonts meet in the preliminary at 2 o'clock.

Tomorrow night the Miami (Fla.) A. C. is the attraction. This club is one of the leading semiprofessional combinations in the South.

Alexandria, Va., Jan. 26.—Cumberland K. of C. Basketers won a hard-fought game from the Hoffman Clothiers here tonight, 28 to 15, in the Alexandria Armory Gymnasium.

Howard U. Five Bows, 23-21, in Thrilling Game

Special to The Washington Post.

Hampton, Va., Jan. 26.—Howard lost a fast game to Seaside, 23-21, in last few minutes of play. Hargrove and Alexander starred for Hampton while Coates and Simpson played well for Howard. Score half time, 7-6.

Howard.	G	FG	P	Hampton.	G	FG	P
Wood, lf.	1	0	2	McGowan, lf.	1	1	3
Coates, rf.	5	0	10	Taylor, rf.	1	3	5
Simpson, c.	1	2	4	Hargrove, c.	3	3	9
Harris, lg.	0	1	1	Cotton, c.	0	0	0
Beasley, rg.	0	0	2	Alexander, lg.	3	0	6
Hinton, rg.	1	0	2	Jones, rg.	0	0	0
Totals	9	3	21	Totals	8	7	23

Referee—Jones (Old Point).

Sexton Wins 2 Events In G. U. Practice Meet

Sexton was the hero in yesterday's weekly handicap meet, which Coach John D. O'Reilly stages as part of the training program of the Georgetown University trackmen. Sexton won both of the field events on the program starting at scratch in each.

50-YARD DASH—First heat: first Lerner (scratch); second Kilgallen (2 ft.). Time, 5 3-5 seconds.

Second heat—First, Wildermuth (scratch); second, Introcasso (2 ft.). Time, 5 3-5 seconds.

Semifinal heat—First, Kilgallen (scratch). Time, 5 3-5 seconds.

Final heat—First, Wildermuth (scratch); second, Lerner (scratch); third, Kilgallen (2 ft.). Time, 5 2-5 seconds.

440-YARD RUN—First heat: first, Briggs (5 yds.); second, H. Julicher (15 yds.); third, Shotter (scratch). Time, 52 2-5 seconds.

Second heat—First, Gorman (scratch), second, Clarke (10 yds.); third, Carney (scratch). Time, 53 3-5 seconds.

Third heat—First Carlin (scratch); second, Ricca (10 yds.); third, Hoctor (scratch). Time, 52 3-5 seconds.

Fourth heat—First Nolan (10 yds.); second, Cosh (scratch; third, Cranley (scratch). Time 54 2-5 seconds.

880-YARD RUN—First heat: first, A. Burke (5 yds.); second, V. Burke (10 yds.); third, Milstead (scratch). Time, 2 minutes 2 3-5 seconds.

Second heat—First, Mara (scratch); second, Kelley (scratch); Teevens (10 yds.). Time, 2 minutes 5 2-5 seconds.

1-MILE RUN—First, Kennedy (scratch); second, Augustine (scratch); third, Downing (scratch). Time, 4 minutes 32 4-5 seconds.

45-YARD HIGH HURDLES—First, Harris (scratch); second, Kjellstrom (scratch). Time, 6 1-5 seconds.

SHOTPUT—First, Sexton (scratch), 47 feet 5 inches; second, Stout (9 ft.), 45 feet; third, Paulette (6 ft.), 44 feet.

HIGH JUMP—First, Sexton (scratch), 6 feet ½ inch; second, Bonnwell, (3 in.), 6 feet; Corrigan (3 in.), 6 feet.

City Club, J. C. C. Ring Teams Set for Match

Despite the reported illness of Joe Lesser, crack bantamweight of the City Club, officials of the Jewish Community Center and the City Club last night went ahead with plans for a team boxing match at the Center Wednesday night.

Lesser who, according to present arrangements, will clash with Mike Tardugno, of the Center, in the feature bout, is said to be suffering with a heavy cold. The meeting of these two has been "steamed up" for more than a month and will bring a culmination of the argument between their respective followers.

Five bouts for the card were announced last night. Including the Lesser-Tardugno duel, they are: Izzy Kaplan (J. C. C.) vs. Hugo Stellabiotta (C. C.), 112 pounds; Angie Tardugno (J. C. C.) vs. Joe Tamagni (C. C.), 126 pounds; Jocko Miller (J. C. C.) vs. Stewart Ball (C. C.), 135 pounds, and Jim Bernstein (J. C. C.) vs. Ken Bryan (C. C.), 160 pounds.

It is expected that more bouts in heavier classes will be arranged.

From Tee to Green

Henry Litchfield West

When winter winds and falling snow
Make it impossible to play,
I warm myself before the fire
And read what Jim Barnes has to say.

Within a cozy, heated room,
I keep my golfing soul alive
By glancing through a book wherein
I'm told by Hagen how to drive.

I am not chilled by icy blasts
Which sweep across the fairway, but
I stay at home and gladly learn
From Vardon's volume how to putt.

To tell the truth, I'm quite content,
That to the links I have not strayed;
'Tis better, in my easy chair,
To play a mental round with Braid.

MORE and more golf is being crashed in the lap of luxury. Club houses, expensively built and extravagantly decorated, are in many cases temples of folly. Constant—and sometimes unnecessary—changes are made in the golf courses, with the consequent expenditure of large sums. As a result, annual dues and initiation fees are mounting higher and higher. It must be admitted, of course, that golfers now demand something more than eighteen holes for a round of golf. They want all the modern comforts and conveniences. All this is because the social side is being emphasized at the expense of the game itself.

These observations are inspired by an article which appears in the current number of the Golfers Magazine where in the conditions which obtain in Great Britain and in the United States are strongly contrasted. "In all British possessions, whether abroad or in our neighboring provinces of Canada," says the article, "it costs on the average to become affiliated with a good 1, first-class club about 50 or 60 dollars—10 or 12 pounds. A hundred dollars is exceptional, taking the good clubs all over the country."

No British Golf Clubs Have Initiation Fee of $1,000.

In all Great Britain there are no clubs where the initiation fee reaches to the height of $1,000 or more, as in this country. The matter of annual dues is also said to be equally out of proportion between British and American clubs. In this country these dues run from $100 to $300 a year or more. Over there the average is $30, and, according to the author of the article, "for this great difference we get only a shower bath and nothing else more or better than our English cousin." At the same time, it is added, "his course is good enough and well enough kept to elicit many complimentary truths when our boys visit the British courses, and there are no more if as many, complaints heard as when one is at home"

What is the reason for this contrast in British and American golf? The answer is given in a single paragraph.

Golf Is Charged With Extraneous Matters, Social and Otherwise.

"Our principal trouble is the maintenance of more than a sufficient staff both in the clubhouse and on the course; we inject too many extraneous matters, social and otherwise; we make and foster a place for dress rehearsals, amateur theatricals, social gatherings, cardrooms, tea parties, et certa add infinitum, and charge it all to golf. Like church and state, they might, without injury to either, be separated." And it is further added that if the present exorbitant financial demands could be curtailed, there would be many more millions playing golf as members of clubs.

There is much more than a mere kernel of truth in these comments The clubhouse which is built nowadays merely for the accommodation of the golfers, giving them ample shower and locker facilities, with opportunity to procure a simple meal, is the exception rather than the rule.

There Must Be a Ballroom, a Constant Drain on Revenues.

There must be a social splurge—a large ballroom, which is only occasionally used, and other accessories which are expensive to install and which are a constant drain upon the revenues. Perhaps some of these days some one will make the experiment of organizing and maintaining a golf club in the British fashion, giving to the golfer everything he wants in connection with the game and without the present almost prohibitive cost.

John C. Wineman, of the Indian Spring Club, will motor to Florida in a few days and will be followed by Charles H Pardoe and W. R. Winslow. Thereby hangs a story.

Last winter, Wineman was playing on the course at Miami and was standing on the green of a short hole. Presently a ball came sailing from the tee and landed near him. Looking back, he saw a golfer laughing.

"If I were at Indian Spring," he remarked to his companions, "I would say that 'Pete' Pardoe had driven into me and thought it was a good joke."

It was Pardoe, sure enough. Neither knew the other was in Florida.

Town and Country Club Has One of Few Bunkers Across Course.

The rearrangement of the tees on the ninth-hole Town and Country Club course so as to diversify the playing of the second round, fully described in this column last week, is all the more interesting because it reintroduces the old-time cross bunker in front of the tee.

Years ago, every course had a bunker across the course which had to be carried on the drive. At a later period the golf architects abandoned the cross bunker and placed the traps on the sides of the fairways, putting a premium on direction rather than distance. The consequence is, that there is hardly a hole on any local course where the golfer on the tee is confronted by a bunker stretching across the fairway—the second hole on the Indian Spring course being a notable exception. It will not take a long drive to carry the traps on the eleventh and fifteenth holes on the Town and Country Club course but, nevertheless, they will be a sort of mental hazard for many players.

Beaver Dam Membership Nears 300 Mark; 350 Is Goal.

Within the past week or two a considerable number of new membership applications have been accepted by the Beaver Dam Club, and the 300 mark will soon be reached. A membership of 350 is the goal for the present drive, and it is expected that this number will be on the rolls within the next month. At the present time eighteen holes are in use, and by the first of May a new nine, with fairways and greens already completed, will be in play.

It has been decided to have another team to represent the Beaver Dam Club during 1929 in the interclub matches, and an influx of new talent may dislodge former members of the team from their positions. The Beaver Dam team this year will be stronger than ever.

Dave Thomson Plays Best Ball of Corporation; Saves Golf Shop.

"Dave," said a trio of golfers on the first tee of the Washington Golf and Country Club last week to Dave Thomson, the club professional, "we have decided that you are to play our best ball for your golf shop. We have formed an organization to be known as the Washington Golf and Country Club Golf Shop, Inc., and V. Calvert Dickey is president; Charles B. Stewart is vice president, and John I. Power is the general manager. Of course, you won't lose your job, for we intend to have you work for us."

"What are you talking about?" said Dave, with a smile on his Scotch face "I am going to win this match myself."

And he did. He had fourteen pars and four holes each in one stroke over par, and then and there the new corporation curled up and died. Thomson still owns the golf shop.

The golf committee of the Beaver Dam Club will meet at the clubhouse next Wednesday night to discuss the program for the coming season. M. H Maier is the chairman of the committee.

Stanley Willis New Manor Club President; Other Changes.

Stanley D. Willis, who for five years has served as secretary of the Manor Club, has been elected president, succeeding H. A. Brooks, who after three years in office has been named as a member of the executive committee Col. Robert H. Young is the new vice president and T. Ellis Allison is the new secretary. Dwight N. Burnham the efficient treasurer, has been re-elected.

Col. Young has been a member of the club for some years, is a patent attorney and is in charge of the aircraft patent work for the Air Service of the Army. He is a son of "Nick" Young known during his lifetime as the "father of baseball," and the member of the club have universally approved his selection.

The entertainment and house committees have been combined under the chairmanship of Clinton M. Hester while David L. Thomson also remains as the head of the green committee Ray F. Garrity is the chairman of the golf committee.

Six Players Solly Forth in Snow; One Sets Record.

Although a light fall of snow covered the Indian Spring course last Tuesday six players sallied forth to play eighteen holes. In the party were H. C. Allen, A. B. Campbell, John T. Harris, John Zimmerman, Kenneth McRae and W. M. St. John. Notwithstanding the adverse weather conditions Campbell had a score of 80, but the remarkable feature of the round was that McRae shot 95, breaking 100 for the first time in his life.

Apropos of the unusual incident on the course of the Columbia Club last Sunday, when Fred McLeod, the professional, made a hole-in-one on the sixteenth green, followed in less than five minutes by an ace scored on the same hole by C. C. Van Leer, here is a suggestion which may appeal to the golf clubs.

Why not have a bulletin sheet, divided into eighteen sections, posted in the clubhouse in order that every ace and eagle made during the year by the members might be made a matter of record? Any player who was fortunate enough to make a hole-in-one or skillful enough to capture an eagle, would be proud to see his name upon the chart and at the end of the year it would present an interesting panorama of accomplishment:

What Do You Know About Golf? Few Know It All.

Denise Barkalow, of the Bannockbur

JAMES HOUSING BILL HALTS IN COMMITTEE

Senators Want Additional Data Upon $15,169,200 Measure.

AMENDMENTS ARE URGED

The Senate military committee is holding the James housing bill pending further data to be received from the War Department.

The bill authorizes $15,169,260 for construction of military posts. An increase of over $1,000,000 has been suggested by the War Department, the additional authorization being asked to care for construction at the Army medical center to the extent of $890,000; construction in the Philippines to the amount of $49,000; construction at Bolling Field or elsewhere in the District of Columbia, $30,000. These items were covered in separate bills. This week the department asked for $90,000 more for the construction of wards at Walter Reed Hospital. The original bid for the construction of these wards was $31,715 more than appropriated. The $90,000 also covers additional funds needed for installations, connections, &c.

A number of changes have been recommended in amounts authorized for the various posts. Maxwell Field to receive an increase, while Crissey Field items were eliminated. The amount of $452,400 was added to Maxwell after being taken from Crissey Field because at Maxwell Field "housing is more urgently needed, due to the establishment of the Air Corps Tactical School at that station."

In the Selfridge Field item, $230,400 is taken from noncommissioned officers' quarters to provide for fills at landing fields at the post and $200,000 is added for Langley Field to take care of fills and a seawall.

At Fort Riley, $200,000 for quarters is rearranged to provide $114,000 for noncommissioned officers' quarters, $38,000 for nurses' quarters and $50,000 for officers' quarters.

Another suggested amendment authorized the sale of a parcel of land at Jeffersonville quartermasters' depot, the proceeds to be applied to the credit of the military post construction fund.

Pharmacy Corps Planned for Army

Bill in Congress Would Establish It in Medical Department.

A bill introduced in the House recently by Representative Kelly and referred to the House military committee, authorizes the establishment of a pharmacy corps, consisting of 40 pharmacists and chief pharmacists, in the Army as a part of the medical department. The pharmacists are to be given the rank of first lieutenant and the chief pharmacists the rank of captain. Chief pharmacists who have served for a period of 16 years as officers in the pharmacy corps are to be given the rank of major. Some of the other provisions of the bill follow:

Pharmacists commissioned prior to December 31, 1932, will be selected from the noncommissioned officers of the first three grades of the medical department under 45 years of age. Pharmacists commissioned after January 1, 1933, will be selected from graduates of a four-year course in a recognized college of pharmacy.

An enlisted section of the medical department to be under the supervision of the pharmacy corps, consisting of 15 master sergeants, 48 technical sergeants, 40 staff sergeants, 48 sergeants, and 49 privates first class, is also provided for. These men will be rated as specialists third class—pharmacists apprentice. This section is to be organized in five equal annual increments, under the direction of the surgeon general of the Army.

"Active Service" Defined by Davis

Disapproving legislation which would credit for pay and retirement, retired service as active service in the case of officers retired for physical disability and who, prior to 1920, transferred back to the active list, Secretary of War Davis defines the term "service" as used in section 1243, Revised Statutes, as meaning "active service." He wrote:

"When an officer has been 30 years in the service he may, upon his own application, in the discretion of the President, be retired and placed on the retired list."

There has never been a judicial determination as to whether the word "service" in section 1243 includes former retired service in computing the 30-year period, but as the statute provides for a change of status to "retired" after 30 years' service, the construction taken in connection with the act of March 3, 1903, seems to imply that service as therein used means active service and the proposed legislation accepts this view.

Signal Corps Conference Scheduled for Tuesday

The next conference of the Signal Corps Reserve Officers and Citizens' Military Training Camp students will be held at Organized Reserves headquarters, Oxford Hotel, Fifteenth street and Pennsylvania avenue, Tuesday evening at 7:30 o'clock, the subject for this conference being the EE-85 Test Set, its construction, uses and application to field service lines of communication.

Lieut. Col. L. M. Evans, Signal Reserve, assisted by Lieuts. Sanders, Dolan, Kinley and Koenigsberger will have charge of the instruction for the demonstration period, 6 to 9 o'clock. Maj. C. N. Sawyer, of Harrisburg, Pa., will talk on "Tactical Disposition for a Division in Defense." The demonstration period will include a laboratory experiment in cable testing that should be particularly interesting to the students.

DAILY COTTON MARKET.

New York, Jan. 26.

PORT MOVEMENT.	Middling.	Receipts.	Exports.	Stock.
N. Orleans	18.97	2,774	385	336,644
Galveston	18.89	6,722	....	508,030
Mobile	18.85	982	....	39,000
Savannah	19.15	874	1,527	49,068
Charleston	....	140	....	30,832
Wilmington	....	134	....	20,753
Norfolk	19.13	296	599	104,366
Baltimore	....	....	450	1,128
New York	20.10	....	....	70,000
Boston	....	....	....	9,000
Houston	18.90	5,856	1,844	921,508
Minor ports	....	1,000	500	164,481
Total today	....	19,827	4,805	2,319,726
Total week	....	19,827	4,805	....
Tot. season	....	7,799,452	6,225,088	....

Sales—New Orleans, 1,425; Galveston, 317; Savannah, 310; Norfolk, 4; New York, 500; Houston, 2,783. Total sales today, 5,100.

INTERIOR MOVEMENT.	Middling.	Receipts.	Shipments.	Stock.
Memphis	18.35	6,976	9,348	288,923
Augusta	19.00	820	847	76,085
St. Louis	....	2,341	2,317	26,350
Fort Worth	18.25	....	....	....
Little Rock	18.30	196	445	23,605
Atlanta	18.95	....	....	....
Dallas	18.40	....	....	....
Montgomery	18.40	....	....	....
Total today	....	10,077	12,854	411,960

Sales—Memphis, 9,738; Augusta, 824; Fort Worth, 2,700; Little Rock, 700; Atlanta, 500; Dallas, 279; Montgomery, 30. Total sales today, 5,072.

News of Veterans' Activities

AMERICAN LEGION.

The annual ball of the Department of the District of Columbia, the American Legion, Wednesday night at the Willard Hotel, is the outstanding event in veteran circles this week and, from reports to Department Commander Harlan Wood, the affair will be one of the most brilliant in the history of the local department.

The various committees in charge are busily engaged in completing the final details of the event, and a gala occasion is expected. In attendance at the ball will be several hundred delegates attending the National Defense Conference, which is to be held in D. A. R. Memorial Hall this week under the auspices of over 30 patriotic organizations of the United States. The conference is to be presided over by Mrs. Boyce Pickien, jr., national president of the American Legion Auxiliary, who is coming at the head of the large representation to the ball.

The two ballrooms have been engaged for the occasion, with orchestra in each, with dancing from 9:30 to 1 o'clock. Additional boxes have been provided to meet the demand, and several of these will be occupied by the disabled veterans from all of the local hospitals. They will be the special guests of the American Legion on this occasion. Chairman Thomas E. Franklin, of the box committee, and his assistants have completed arrangements for their comfort at the ball.

A meeting of the department executive committee was held last Monday night, concluding at midnight, after one of the busiest meetings ever presided over by Department Commander Harlan Wood since his installation last fall.

The post commanders were requested to have large representation at the exercises to be held at the tomb of the Unknown Soldier at Arlington Cemetery Thursday at 1:30 o'clock, on which occasion wreaths will be placed by Mrs. Boyce Pickien, jr., of the American Legion Auxiliary, and other representatives attending the National Defense Conference, January 29, 30 and 31. The commanders were also requested to have their post colors present and form a background for the ceremonies which are to take place at that time.

Larger Hospital Committee.

The executive committee provided for a decided increase in the hospital committee, and two representatives will be appointed from each post to assist in visiting the hospitals and providing comfort and entertainment for the disabled veterans in the local hospitals. The chairman of the committee is C. N. Schroeder, of Victory Post, who plans an extensive program the remainder of the winter season.

Past Department Commander and National Executive Committeeman Paul J. McGahan complimented the department on its record in finishing in second place out of 57 departments by having more than 50 per cent of its 1928 membership paid up on December 31 last for the year 1929. The Department of Michigan finished first, 52.08 per cent, and the District of Columbia next, with 50.87 per cent. He urged the department to endeavor to capture some of the national trophies which will be presented at the eleventh national convention to be held at Louisville, Ky., September 30 to October 3, next. These include the Lindsley Trophy for the greatest percentage of paid-up members by March 15 over last year; the Quinn Trophy for the greatest percentage gain over a four-year period on June 15, and the Emery Trophy for the department showing the greatest percentage in paid-up membership by August 31 over a four-year period.

Austin S. Imirie, a past commander of Quentin Roosevelt Post, announced that his post had donated a cup for the post of 100 members or more showing the largest number of paid-up members this year, and another cup for the post with less than 100 members with the greatest percentage of paid-up members. As chairman of the membership committee he announced that the membership campaign would be started on February 1.

Department Adjutant Howard S. Fisk, who acted as treasurer of the joint armistice ball, November 10 last, under the auspices of the Veterans of Foreign Wars and the American Legion, submitted a detailed report of that affair, and at its conclusion presented a check of several hundred dollars to Finance Officer F. G. Fraser as the legion's share of the profits. The report was received with much enthusiasm, and the committee representing the legion lauded for its work.

Department Commander Wood announced the appointment of Past Commander Ben L. Fuller, of Henry C. Spengler Post, No. 12, as department service officer.

Community Chest Explained.

An address by Past Department Commander Julius I. Peyser, vice president of the community chest, elicited much valuable information to those present regarding the proposed campaign which starts this week and urging the utmost cooperation on the part of all legionnaires in the National Capital.

Mrs. Dorothy B. Harper, Le Chapeau Departmental, of Salon Departmental No. 14, Eight and Forty Society, extended an invitation for legionnaires to attend the reception and banquet to be tendered to the national officers of the American Legion and American Legion Auxiliary at the Washington Hotel January 30.

A report was submitted by Welfare Officer Charles Kohen on the activities of his committee and a letter of thanks is to be sent to Quentin Roosevelt Post for assistance recently rendered by that post in welfare work.

The cooperation of local members of the American Legion Auxiliary in the coming membership campaign of the American Legion, Department of the District of Columbia, is to be sought through the efforts of Austin S. Imirie, chairman of the membership committee of the department, and members of his committe. Letters have been addressed to the presidents of the various units urging their cooperation and assistance in the payment of dues and securing of new members this year. With concentrated action on the part of both organizations he has pointed out that the local department will be in a position to capture several of the trophies to be awarded at the next convention in Louisville, which in addition carries with it many other facilities of interest to all members.

Jacob Jones Post.

The executive committee of the U. S. S. Jacob Jones Post, No. 2, the American Legion, met at the home of the Commander, Comrade Lucille Allan, Thursday evening. The executive committee of 1928 were the guests.

The benefit theater party at the Belasco Theater, February 5, "Oh Boy," promises to be a very enjoyable affair. Comrade Elsie Pinney, chairman of the ways and means committee of the post, is working hard on the plans for this party.

Past Commander Helen O'Neill, a member of the national child welfare committee, has returned from a meeting of the committee in Indianapolis, Ind. Comrade O'Neill was reappointed for three years on this committee. The next meeting of the post will be February 11.

Eight and Forty.

Salon Departmental, District of Columbia, will maintain a three-day hostess room at the Washington Hotel Monday, Tuesday and Wednesday for the benefit of delegates to the Women's Patriotic Conference on National Defense to be held in Washington next week. Mrs Roberta Fawcett and Mrs. Irene Arnold are cochairman for this activity. Le Chapeau National, Mrs. M. Ann Seymour, of New York, will be the ranking guest of honor at the annual visitation and informal reception in rooms D and E, mezzanine floor of the Washington Hotel Monday evening at 8 o'clock. Many national officers will attend. Les Demi Chapeaux Viola Benedict and Janet McRae are cochairmen for this occasion.

The national defense conference dinner will be on Wednesday evening in the rose room of the Washington Hotel and will honor Paul V. McNutt, national commander of the American Legion; Mrs. Boyce Pickien, national president of the legion auxiliary, La Societe Nationale 40 and 8; Mrs. M. Ann Seymour, Le Chapeau National of the 8 et 40, and other national officers, including the national presidents of the 33 participating organizations attending the defense conference with representatives from every State, Hawaii and Alaska.

Other distinguished guests will be Senator and Mrs. Porter H. Dale, Senator and Mrs. Daniel F. Steck, Senator and Mrs. William J. Harris, Maj. Gen. Charles P. Summerall and Mrs. Summerall, Col. Burton C. Robbins, Senator and Mrs. Arthur Robinson, Senator and Mrs. Royal S. Copeland, Senator and Mrs. W. H. McMasters, Hon. Royal C. Johnson and Mrs. Johnson, Hon. Edith Nourse Rogers and Hon. Mary T. Norton. In charge of the dinner reception are the 1929 officers, Partners Fawcett, Kolhos, Carey, Lois McRae, Gertrude Lyons, Mrs. V. S. K. Houston, with Mrs. Irene Arnold as general chairman of activities and distinguished guests. Following the dinner, the assemblage will proceed to the legion ball at the Willard Hotel.

The social meeting at the home of Partner Fawcett January 16, with Partners Boberg, McIntosh and Catlin as hostesses, was happy and memorable with some 60 in attendance.

Henry C. Spengler Unit.

Henry C. Spengler Unit, American Legion Auxiliary, will give a "tea" tomorrow afternoon, 4 to 6 o'clock, at Thomas Circle Club, 1326 Massachusetts avenue northwest, honoring the official delegates who will be attending the Women's Patriotic Conference of National Defense. Mrs. Boyce Pickien, jr., national president, and Mrs. George Murphy, national vice president for the Eastern division, will be honor guests, with Mrs. Amos A. Fries as presiding hostess.

The regular meeting of the unit was held Wednesday at Thomas Circle Club. The activities of the unit will be carried on through the following committees: Rehabilitation, general chairman, Mrs. Rice W. Means, second vice president; veterans relief, Mrs. William Wolff Smith and Mrs. Dorothy B. Harper; hospital visiting, Mrs. Clara Sonneman, Mrs. Josephus C. Trimble, Mrs. John Spengler; hospital supplies, Mrs. Thomas E. Fawcett; afghans, Mrs. White, Mrs. Zeh, Mrs. Fowler and Mrs. Doocey; veterans clothing, Mrs. Harry Gilchrist, Mrs. Stuart Johnson, Mrs. Daniel B. Miller, Mrs. Hortense Fuller; child welfare, Mrs. R. S. Jones, Mrs. Camille Sheehan, Mrs. Ray Avery, Mrs. Porter Dale, Mrs. John Thomas Taylor; Girl Scout liaison officer, Mrs. Colden Ruggles; Americanism, Mrs. Lucia R. Maxwell, Mrs. Claude E. Brigham, Mrs. Jerome Lightfoot, Mrs. Ethel Fowler, poppy making, Mrs. J. Miller Kenyon, Mrs. Katie Gross, Mrs. Robert Tolson, Mrs. M. Tucker; legislative, Mrs. N. N. Nock, Mrs. Edmund Bullis.

The sewing section of the rehabilitation committee completed 75 surgical pillows at last week's meeting. The pillows are for use in the amputation wards of veteran hospitals. The speakers of the evening were Maj. Paul V. Collins, commander of George Washington Post, and Mrs. Lowell F. Hobart, past national president of the auxiliary; Mrs. Paul V. Collins, Mrs. Harlan Wood, Mrs. Isaac Weil and Mrs. J. O'Connor Roberts were initiated into membership.

Vincent B. Costello Auxiliary.

The members of Vincent B. Costello Auxiliary Unit, No. 15, the American Legion, are now busily engaged in a recruiting campaign to enlarge its present membership, and the new officers are looking forward to a successful year.

The new officers of the auxiliary unit are Mrs. Ada V. Murray, president; Mrs Emily Bach, vice president; Mrs. Katherine Weeks, secretary; Miss Alice Costello, treasurer, and Mrs. Margaret Franklin, chaplain. Meetings in the future will be held in the District Building, the first meeting of each month to be devoted to business and the second meeting to entertainment.

The members of the unit have just completed the new uniforms for the members of the drum corps composing the minstrel troupe. Friday night the drum corps of the Vincent B. Costello Post entertained the children of St. Joseph's School with a minstrel show, after which the ladies of the unit served refreshments to the children.

SPANISH WAR VETERANS.

Maine Memorial Committee.

James G. Yaden, department commander of the District of Columbia Spanish War Veterans, last night announced the membership of the Maine memorial committee and subcommittees having in charge the arrangements for the services to be held in the riding hall at Fort Myer, Va., February 15, in honor of the men who lost their lives on the battleship Maine, in Havana Harbor, 31 years ago. The committees are as follows:

General committee — John Lewis Smith, chairman; William L. Mattocks, master of ceremonies; Lee H. Harris, secretary.

Executive committee—James G. Yaden, John Lewis Smith, Daniel V. Chisholm, Maj. Frederic S. Hodgson, Jere A. Costello Gustave E. Rausch, Lee H. Harris, James E. Maynard, William L. Mattocks, Charles J. P. Weber, Samuel G. Mawson, James J. Murphy, Harry P. Patterson, Charles W. McCarey, Clarence A. Belknap, Albert Michaud, Artnur H. League, Lorin C. Nelson, Benjamin F. Motley, A. Eugene Pierce and William E. Rink.

Subcommittee — George V. McAlear, chairman; William L. Mattocks, Lee H. Harris, Samuel Hubacher, Oscar Feldser, Andrew J. Kimmel and William I. Jenkins.

Press committee—James E. Maynard, chairman; Harry P. Patterson and James J Murphy.

Committee on speakers—William L. Mattocks, chairman, James G. Yaden and Capt. Sydney R. Jacobs.

Reception committee—Lorin C. Nelson, chairman; Dr. Edwin C. Barstow, William T Ryan, George F. Cook, Charles P. Galpin, S. J. McWilliams, Archie J Jones and Harry J. Davis.

Music committee—Capt. Taylor Branson, chairman; Capt. William H. Santelmann, Richard L. Lamb, William O. Ohm and Eugene Doleman.

Arrangements committee—James E Wilson, chairman; Lorin C. Nelson, John A. Gallagher, Harry B. Coulter, Print E. Shomette, Joseph J. Harvey and James L. Smith.

Decorating committee—Robert E Dye, chairman; John Farner, James E. Byrne, John Murphy and Maj. Frederic S. Hodgson.

Committee of the Ladies Auxiliaries of the Spanish War Veterans—Carrie E. Nolan, chairman; Edna R. Summerfield, Catherine Huhn, Eva Ducker, M. Gertrude Keys, Alice Graul and Helen Kenicutt.

Committee of the Lineal Society of the Spanish War—Mrs. Katherine Baum, chairman; Mrs. Mary Rink, Mrs Mary Werden, Mrs. Gertrude Williams, Mrs. Catherine Boss, Mrs. Gertrude Geary, Mrs. Julia Harvey and Mrs Sadie Coulter.

Employment Committee.

The department employment committee held a meeting Wednesday night at the Soldiers and Sailors Temporary Home, 921 Pennsylvania avenue southeast, when plans were formulated looking to effecting the cooperation of the camp commanders and chairmen of the camp employment committees with the department committee in securing employment for members of the organization and their dependents. The members of the department committee are: James E. Maynard, chairman; George V. McAlear, representing the Gen. Nelson A. Miles Camp; William L. Mattocks, Richard J. Harden Camp; Samuel Hubacher, Col. James S. Pettit Camp; Ernest R. Graves, Gen. Henry W. Lawton Camp; Archie J. Jones, Col. John Jacob Astor Camp; Victor L. Wooldridge, Admiral George Dewey Naval Camp, and Maj. E. T. Hitch, Gen. M. Emmet Urell Camp.

Department Commander James G. Yaden and Department Adjutant A. Eugene Pierce advised with the committee.

Legislation Discussed.

The national legislative committee of the Spanish War Veterans convened at the Hamilton Hotel in this city the first of the week for the purpose of discussing the status of the legislation sponsored by the organization and for presenting arguments before the House committee on pensions of Congress setting forth the reasons advanced in favor of the age-and-service pension bill introduced by Representative Harold Knutson, of Minnesota.

The following members of the committee were present: Judge Edward S. Matthais, of Columbus, Ohio, chairman; William H. Armstrong, Wisconsin; J. C. Benjamin, North Carolina; W. C. Dufour, Louisiana; George R. Lunn, New York; William L. Mattocks, District of Columbia, and George W. Peters, Iowa. The following were present in an advisory capacity: Commander in Chief William L. Grayson, of Georgia; Senior Vice Commander in Chief Otto N. Ratha, Minnesota; Junior Vice Commander in Chief Frank E. Shea, Connecticut; Past Commanders in Chief Charles W. Newton, Connecticut; John Lewis Smith, District of Columbia; William Jones, New York; Albert D. Alcorn, Ohio; C. W. Herrick, New York; Carmi A. Thompson, Ohio; Rice W. Means, Colorado, and John J. Garrity, Illinois. Quartermaster General James J. Murphy and Jere A. Costello, secretary to the committee, were also present. The National Ladies Auxiliary was represented by President General Olive M. Ravens, Michigan, and Past National President Elizabeth Hartung, Ohio, chairman of the national legislative committee of the auxiliary.

Miles Camp.

The Gen. Nelson A. Miles Camp at its last meeting mustered in the following recruits as active members: L. F. Caswell, Company K, 3rd Regiment Illinois Volunteer Infantry; Charles E. Burner, Company H, 1st Regiment District of Columbia Volunteer Infantry; Miss Esther V. Hasson, Nurse Corps, United States Army, and John T. Watts, 39th Company, Coast Artillery Corps.

The following officers were installed by Department Installing Officer William I. Jenkins, assisted by Past Department Commander Charles W. McCaffrey, who acted as master of ceremonies:

Commander, Charles P. Galpin; senior vice commander, Alexander T. Jenkins, junior vice commander, Charles L. Davison; officer of the day, Joseph Weininger; officer of the guard, Robert E. Culin; adjutant, Print E. Shomette; quartermaster, Harry J. Stahl; surgeon, Dr. Anita N. McGee; chaplain, Gerald F. McGillicuddy; patriotic instructor, Maj. Julian S. Oliff; historian, Louis Van der Miller; sergeant major, A. Eugene Pierce; quartermaster sergeant, A. Roden; senior color bearer, Thomas J. Shannon; junior color bearer, M. D Mette; chief musician, Patrick McMahon.

A past commander's jewel was presented to George V. McAlear, the retiring commander, by Past Department Commander Charles W. McCaffrey.

Harden Camp.

The Richard J. Harden Camp at its last meeting adopted a motion making a deposit with the steamship company for the Santiago Day excursion and will turn the excursion over to the department provided that all the other camps will support the department in the affair and not hold a similar excursion during the season.

Past Commander E. B. Cook was granted a transfer to the Roosevelt Camp of Los Angeles, Calif.

William H. Roberts, national chief of staff, addressed the meeting. Other speakers were Past Department Commander James P. Greeley, who has been absent from the city for fourteen years; Past Department Commander Lee H. Harris and George W. Kingsbury.

Urell Camp.

Department Installing Officer William I. Jenkins, assisted by Past Department Commander Harry F. Patterson as master of ceremonies, installed the following officers of the Gen. M. Emmet Urell Camp at its last meeting:

Commander, Samuel J. McWilliams; senior vice commander, E. M. Eshelman; junior vice commander, James B. Freeland; adjutant, Ivan B. Conklin; quartermaster, Robert E. Wallace; chaplain, C. F. Young; officer of the day, William I Jenkins; officer of the guard, W. Pempey; color bearer, Charles Bohrer; trustee, Charles A. Martin.

A past commander's badge was presented to the retiring commander, Charles A. Martin. Past Commander Jenkins making the presentation.

Department Commander James G. Yaden, Department Adjutant A. Eugene Pierce, Commander Edwin C. Barstow, of the Gen. Henry W. Lawton Camp; Past Commander John Farner, of the Gen. Henry H. Lawton Camp, and Comrade White, of Manila, P. I., gave short talks.

Urell Auxiliary.

The Gen M. Emmet Urell Auxiliary at its last meeting presented the retiring president, Emma Tull, with a handsome bag in appreciation of her efficient administration of the business of the auxiliary during the past year.

Past Department President Margaret E. Burns installed Johanna Henzmann in the office of assistant conductress.

Brief talks were made by Gertrude Callan, Margaret E. Burns and Mrs. F. C. Huhn, president of the Dewey Auxiliary.

The auxiliary will hold a card party at the home of Emma Tull, 424 First street southeast, Saturday.

Dewey Auxiliary.

The newly installed officers of the Admiral George Dewey Naval Auxiliary conducted the business at the last meeting of the auxiliary, when Mrs. Brinkley was mustered into active membership. Plans were formulated for an oyster supper to be given some time in March. Katie LeLaurin was appointed chairman of the good of the order committee.

Department President Carrie E. Nolan, Past President Tillie Mae Roth and Past Department President Margaret E. Burns made short addresses.

RAINBOW DIVISION VETERANS.

At its meeting Friday in the Rainbow Room of the Arlington Hotel the District of Columbia Chapter, Rainbow Division Veterans, was honored by the presence of Col William P. Screws, national president of the association. Col Screws is now on detail at the Army War College undergoing a course of instruction.

For the first time since its formation the association has at its head an officer of the Regular Army. This is noteworthy in view of the fact that the Rainbow Division was a National Guard organization, and the association's past presidents have been of the National Guard. During the war Col. Screws commanded the 167th Infantry of the Eighty-fourth Brigade. His regiment, dubbed the "Alabama Wildcats," made a record such as is owned by few military organizations.

The national president informed the members that never was the association in a more flourishing condition, both as to membership and finances. He outlined the pretentious program which is being arranged for the eleventh annual reunion of the association at Baltimore on July 13, 14 and 15. The District of Columbia Chapter is cooperating with the Virginia and Maryland Chapters in staging the reunion. One day of the convention will be devoted to Washington.

Accompanying Col Screws were Rayce Norris, national vice president; Jack A. Clarke, national treasurer; Stevenson Masson, national secretary, and Frank E. Shea editor of the Rainbow Reveille.

The chapter voted down a proposal to participate in the inaugural parade Walker E. Colston, president of the District of Columbia Chapter, reported that he attended the banquet of the Maryland Chapter in Baltimore on January 17, where Father Francis P. Duffy of New York, Chaplain of 165th Infantry of the Rainbow Division was the chief speaker. Father Duffy in the course of his speech paid high tribute to the members of the chapter who for the most part composed the District of Columbia 165th Field Hospital of the 117th Sanitary Train.

Brigadier Henry J. Reilly, who successively commanded the 149th Field Artillery and the 83d Infantry Brigade, gave interesting observations with respect to military and naval matters.

VETERANS OF FOREIGN WARS.

The ladies' auxiliaries to the local posts of the Veterans of Foreign Wars are looking forward to the arrival in Washington this week of nine of their national officers in attendance on the Women's Patriotic Conference on National Defense. The auxiliary is entitled to sixteen delegates, and the National Auxiliary president has named the following: Mrs Bessie Hanken, national president; Mrs Effie King, Mrs. Joseph Oldridge and Mrs. Florence Stark, past national presidents; Mrs. Ada Harrison, national senior vice president; Mrs Dora Raffensperger, national junior vice president; Mrs. Grace Davis, national secretary; Mrs. Martha Hyde, national treasurer; Mrs. Julia Pitcock, judge advocate; Mrs. Mary Lucas, chief of staff for the District of Columbia; Mrs. Adelaide M. Grant, national council member; Mrs. Rose McAlear, president National Capital Auxiliary; Mrs. Mary Pettey, president Federal Auxiliary; Mrs. Thomas E. Fawcett, president Potomac Auxiliary; Mrs. Keene Miller, president Front Line Auxiliary, and Miss Clara McCann, president Equality-Walter Reed Auxiliary.

The National Auxiliary colors will be brought here for this occasion, and the outgoing and incoming presidents of the local auxiliaries have been designated as pages. The headquarters of the national officers will be the Willard, where a meeting of the council of administration will be held Monday evening and Tuesday morning. They will be tendered a reception Thursday evening, at 8 o'clock, at the Soldiers, Sailors and Marines Club, Eleventh and L streets northwest, to which all auxiliary members and post comrades are invited.

National Capital Post.

National Capital Post 127, Veterans of Foreign Wars, will hold its regular meeting Monday evening, January 28, at Pythian Temple, 1210 Ninth street northwest, when Commander Oscar W. Hollingsworth and his new corps of officials will conduct the initiatory degree upon the post's last class of recruits, closing the campaign for membership drive. Frank R. Heise, department chief of staff in charge of recruiting campaign, will be present to announce National Capital Post's gain in membership and attendance.

Plans for an elaborate program for celebrating the post's tenth anniversary April 11, will be submitted by Past Post Commander George J. Neuner assisted by remaining fourteen original organizers of National Capital Post April 11, 1919, as follows: Senior Vice Commander Capt. Bertram Snodgrass, Officer of Day Charles E. Currier, Guard Edward J. Sullivan and Floyd G Carroll. Invitations will be mailed to out of town members for the purpose to bring together as many of surviving original organizers as possible, including invitations to past commander in chiefs having served during their terms in office with installation of the post and D. C. department.

At the request of Col. Robert A Grammes, Maryland department commander, George J. Neuner, member National Council of Administration Fourth District, visited Takoma Park Post 350, at the post's "Dugout," 405 Tulip avenue, Takoma Park, Md., Wednesday evening, January 16, and installed following newly elected officers: Commander Col. William F. Fischer, Senior Vice Commander Lester C. Harris, Junior Vice Commander J. C. Carlton, Quartermaster Harry Millard, Chaplain Hurbert R. Thompson, Officer of Day J. C. McKenney, trustees, Past Commanders H. C. Redman, Capt. Thomas M. Cooley and Maj. William E. Dyer, Ruben Day as post adjutant.

The post will resume its regular scheduled meetings the first and third Wednesdays of each month at its "dugout." Next meeting will be held Wednesday evening, February 6, when Commander Fischer will announce his selection of appointive officers and committee chairmen. The following program of activities will be submitted: Maine memorial, February 15; Washington's Birthday, February 22; plans for pilgrimage to Mount Vernon to place wreath on the tomb of George Washington; buddy poppy sale committee, Memorial Day committee assisting in decorating graves May 30; Labor Day exercises, Halloween carnival, Armistice Day celebration and Christmas cheer for needy.

Visitors present were: Maryland department commander, Col. R. A. Grammes and his aid, Charles G. Huether, of Baltimore, Md.; commander National Post 127, Oscar W. Hollingsworth, accompanied by his junior vice commander, Emil Gerin and Past Commander Ruben C. Muschlitz, District of Columbia Chief of Staff Frank R. Heise and Department Inspector Joseph Gardella; V. S Childs, member of Equality-Walter Reed Post, and Victor Guillerman, supreme senior vice commander Military Order of the Cooties.

National Capitol Auxiliary.

The appointed officers of National Capitol Auxiliary were installed in due form by the chief of staff, at the meeting on Tuesday. Reports by committees showed that this organization is performing excellent service in the hospitals, as well as in other lines.

Front Li Auxiliary met for the first time in their new home at the Soldiers, Sailors and Marines Club on Wednesday and their newly-appointed officers were installed by the chief of staff. Committees were appointed and plans made for the work, and at the close the auxiliary served luncheon to the members of the post, and the post reciprocated by making individual donations to the auxiliary treasury.

Potomac Auxiliary met at the home of its new president, Mrs. Thomas E. Fawcett, 1404 Allison street northwest, Thursday evening, and appointive officers were selected and installed by the chief of staff. Mrs. Lola B. Heise, member of the auxiliary is District of Columbia chairman of the National V. F. W. Home Hospital fund, and reports that the auxiliary is very enthusiastic over the banks which have been distributed for that work, and it is believed that if equal interest is shown in the other auxiliaries the D. C. organization will go over the top easily, with an enviable report for the national encampment at St. Paul in August.

The next meeting of Federal Auxiliary will be held at the Thomas Circle Club tomorrow, when the new officers will take their chairs, and new appointees will be named by the president, Mrs. Mary Pettey, and installed by the chief of staff, also a member of the auxiliary.

INCREASED TARIFF URGED FOR RIFLES

Manufacturers of Firearms Seek Maintenance as Defense Means.

DAVIS LEADS IN SUPPORT

Lieut. Col. T. Whelen, Ordnance Department, appearing before the House ways and means committee recently, at the request of Secretary of War Davis, told the committee during hearings on the metal schedule that the Government was absolutely dependent on private manufacture of small arms, and any increase in duties, provided they did not raise prices, would "redound greatly to the national defense."

Col. Whelen also stated that private manufacturers made over 95 per cent of the small arms used by the American Army in the World War, and that the Frankford Arsenal at Philadelphia could produce only 10 per cent of war requirements. He said further that it would take a year and a half to convert an industrial plant to manufacture small arms, and that the private small arms producers must be protected if they are to continue employment of men trained for such work.

The colonel said later on that the Army is planning to conduct tests next summer with a new automatic rifle, which, if found successful, will be used by the Army instead of the present Springfield rifle.

Stressing the need for maintenance of the industry for national military preparedness, A. A. Dicke, of New York, representing the Remington and twelve other manufacturers of firearms, urged an increase of approximately 50 per cent in the present duties on rifles and shotguns valued at more than $2 apiece.

Some of those representing small arms manufacturers were: S. M. Stone, J. W. Hanning, representing the Ames Sword Co. and M. C. Lilley Co., and A. A. Dicke, representing the small arms industry.

NEW ADMIRALS RESIDE HERE



Nat'l. Capital Service.

Two Washington naval officers who have recently been promoted to the rank of Rear Admiral. Left—Admiral Robert M. Kennedy, and, right, Admiral George T. Smith. Both officers are on duty in the Navy Department as members of the naval examining and retiring board.

SERVICE ORDERS

ARMY ASSIGNMENTS.

INFANTRY — Capts. Frank H. Partridge, to Fort Huston, Tex.; Charles M. Chamberlain, jr., to Hawaii; Second Lieut. Malcolm F. Bauer, to Porto Rico; First Lieut. John C. McNally, resigns; Capt. Grover B. Ex[illegible], to China; First Lieut. Walter B. Smith, to Manila; Capt. William A. Ellis, to Fort Benning, Ga.; Col. Robert M. Brambila, to Columbia, S. C.; Capts. Kenneth F. Hanst, to Morgantown, W. Va.; Richard A. McClure, to Berkeley, Calif.; Col. Paul H. McCook, to Fort McDowell, Calif.; Lieut. Col. George A. Herbst, to Buffalo, N. Y.; Lieut. Col. John J. Pulmer, to Fort Ontario, N. Y.; Lieut. Col. Chester H. Wilson, to Washington, D. C.; Maj. Elbert J Lyman, to Fort Houston, Tex., First Lieut. John E. McCammon, to Eugene, Oreg.; Second Lieut. Richard Chase, to Boston; Capts. Percy L. Sadler, to Bethlehem, Pa.; Rufus Boyland, to Fort Houston, Tex.; Joseph S. Johnson, to Fort Russell, Wyo.; Second Lieut. Paul Cooper, to Fort Niagara, N. Y.; Capt. Archie E. Phinney, to Plattsburg Barracks, N. Y.; Second Lieut. Harvie S. Loughborough, to Air Corps, Brooks Field, Tex.; Col Russell C. Langdon to Newark, N. J.; First Lieut. Charles Ennis, to Ithaca, N. Y.; Majs. Cassius M. Dowell, Albert B. Kaempfer, Forrest E. Overholser, Charles W. Mason, George C. Charlton, to lieutenant colonels; Capts. John D. Townsend, George L. Kraft, John S. Switzer, jr., Allen J. Kingman, to majors; First Lieuts. Robal A. Johnson, James P. Blakeney, Glen R. Townsend, Woodburn E. Remington, Maxwell G. Oliver, John E. Nolan, Charles R. Sargent, Russell D. Akins, Henry E. Fay, Peter Le Toney, Robert L. Reuth, to captains; Second Lieuts. Thomas T. Mayo, Carroll N. Pearce, Arthur C. Ramsey, to first lieutenants.

QUARTERMASTER CORPS — Capt. George H. Schumacher to Camp Devens, Mass.; Col. Henry C. Whitehead to Panama; First Lieuts. Joseph L. Canfield to Philadelphia; Stanley H. Hunsicker to Alaska; Frederick R. Whippler to Hawaii; Second Lieut. Philip M. Shockley to first lieutenant.

COAST ARTILLERY — Lieu. Col. Willis G. Peace to Los Angeles, Calif.; Capt. Robert M Carswell to Panama; First Lieut. Kenneth E. Webber to Fort Houston, Tex.; Maj. Jacob A. Mack to lieutenant colonel; Capt. Robert E. Phillips to major; Lieuts. Frederick H. Koerbel and Linton Y. Hartman to captains; Second Lieuts. Raymond M. Arthur, Benjamin S. Mesick, jr., Everett C. Wallace and Vernum C. Stevens to first lieutenants.

SIGNAL CORPS—Maj. Louis B. Bender and Capt. James Lawrence to Fort Monmouth, N. J.; Maj James H. Van Horn to lieutenant colonel; First Lieut. Donald C. Kemp to captain; Second Lieut. John H Brewer to first lieutenant.

FINANCE DEPARTMENT—Capt. William B. Whipple, reserve, to Baltimore, Md.; Maj Earl J. Litteer, reserve, to Fort Sill Okla., First Lieut. Grover J. Casselberry reserve, to Fort Bliss, Tex.; Capt. Frank A. Chase, reserve, to Fort Mason, Calif.; Maj. Ollie R. McGuire, reserve, to Philadelphia; Capt. Maurice Farrell and Maj. Lloyd Boose, reserves, to active duty in this city.

FIELD ARTILLERY—Second Lieut. Stanley B. Bonner to Hawaii; Capt. Samuel G. Fairchild to St. Louis, Mo.; Capts. Paul C Boylan to Salt Lake City, Utah; Samu

NEW LICENSE BILL FOR DISTRICT LAID BEFORE CONGRESS

Act Eliminates Tax as Means of Revenue, Making It Purely Regulatory.

PRESENT RULES HELD FULL OF INEQUALITIES

Classes of Businesses Subject to Levies Increased to 55; Changes in Fees.

Elimination of licenses as a source of revenue, and substitution of the principle of licensing only for the purpose of regulation, is provided for in the new District license law which has been drafted by a special committee composed of Ringgold Hart, assistant corporation counsel, Wade H. Coombs, superintendent of licenses, and Donald P. Evans, of the United States Bureau of Efficiency.

The new license act was drafted after months of study by the committee, and a copy of it has been transmitted by the District Commissioners to the Gibson District subcommittee, and introduced in the House by Representative Gibson.

The present tax law, the committee told the Commissioners in their report, is antiquated and is filled with wide inequalities, and was enacted primarily as a revenue producing measure, a principle of taxation which has come to be universally condemned by leading authorities on taxation. Only "a cursory examination" was necessary to convince the committee of the "inequalities and inadequacies" of the present license law as a tax measure, the report said.

Fifteen Businesses Eliminated.

Fifteen business for which licenses now are required will be eliminated under the provisions of the new law. There were added other occupations and calling and activities, to the number of 23, bring the total activities for which licenses would be required under the new law recommended to 55.

Pointing out inequalities in the existing law the committee cited the provision requiring cigar dealers to have licenses.

"No license is required, however, of dealers in any other form of tobacco, provided such dealers do not sell cigars," the committee pointed out. "Furthermore, the tax of $12 per annum is imposed without regard to volume of business, the dealer operating a small grocery store carrying a few cigars as a side line being taxed the same as a large wholesale or retail dealer in cigars.

"Again, florists are required to pay a license tax of $15 per annum, but no license tax is levied upon a dealer in jewelry in the next door establishment."

A survey made by the Bureau of Efficiency shows, the report said, that "the majority of the tax experts with whom they consulted, including State tax commissioners and specialists on taxation in the larger universities, agree that the science of taxation has advanced far beyond the point where it must rely upon such expedients as license taxes to produce needed revenues.

"Necessary for Regulation."

"On the other hand, they report that there appeared to be an agreement that license laws are necessary for regulatory purposes, and that it is entirely proper to charge against a business any necessary expenses on the part of the municipal government, which it occasions."

The new license law proposed by the committee affects "only those businesses which require inspection or regulating by some municipal agency," and fixes fees on the basis of the cost to the District of necessary inspection. Where such cost is negligible a fee of $5 a year is fixed.

Other businesses licensed include those using public space, such as taxicabs, and those it was deemed best to restrict the number of, if possible, without fixing exorbitant fees.

Businesses affected by the fire escape, building, fire or other regulations would not be licensed until approval had been given in each case by the fire, building or other departments.

The businesses which would be licensed and the fees which would be charged under the new law, recommended by the committee, follow:

Apothecaries or druggists, $12 a year; auctioneers, $5 a year; barber shops, beauty parlors and similar establishments, $5; massage establishments, baths and similar establishments $5; establishments where moving-picture films are kept or stored, $25; gasoline and oil stations, $3 for each pump; establishments where kerosene or oils of like grade are kept for sale, $5; where explosives are stored, $5; where pyroxlyn is stored, $5; abattoirs or slaughter houses, $100; power laundries, $15; hand laundries, $5; dry cleaning and dyeing establishments, $5; manufacture and renovating mattresses, $75; where mattresses are stored or sold, $10; slot machines, $2 per machine; theaters, $50; moving-picture theaters, $30; skating rinks, &c., $6; bowling alleys, $12 for each alley, and shooting galleries, $10.

Circus Pays $200 Daily.

Baseball and football grounds, $5; amusement parks, $65; swimming pools, $15; circus, $200 per day; carnivals or fairs, $35 per day; food commission merchants, $5; delicatessens, $15; wholesale fish dealers, $30; dairies, $60; food or food products not listed, $5; hotels, $15; apartments, $15; lodging houses, $15; public vehicles, other than street cars and sightseeing cars, 8-10 of a cent per vehicle mile proposed to be operated per annum in conformity with a schedule approved by the Public Utilities Commission; passenger vehicles for hire, seating eight or more not included in the foregoing category, $100 for each vehicle; public vehicles operated from private establishment or from public space, not in either of the two preceding classes, $35 for each vehicle; hacker permit, limited to persons of "good moral character," $5; automobile rental establishments, $5; trucks for public hire, $25 for each vehicle, and garages, $50.

Fortune Tellers' Tax $250.

Livery stables, $5, plus vehicle fees above provided; outdoor advertising businesses, $5; venders, not including sellers of newspapers on the streets, $10, this does not apply to persons selling his own produce in the market; solicitors, that is house to house canvassers or sellers at retail, $5; guides, $5; second-hand dealers, $50; sellers of deadly weapons, $50; private detectives, $100; employment agencies, $100, in addition to a bond of $1,000; mediums, clairvoyants, soothsayers, fortune tellers, palmists, or phrenologists, $250.

The old game of throwing at an exposed head, is barred under the new law, which excludes humans, animals or "living objects."

The Commissioners would be empowered to add to the list of licensable businesses or occupations from time to time. Violation of the law would be punishable by a fine not to exceed $200 or 60 days in jail or both.

The District Commissioners have not formally passed on the committee's bill.

Vote Deluge Begins as Post's Pickford Contest Nears End



Six of the young ladies who are competing in The Washington Post-Mary Pickford contest are shown here. From left to right they are: Top, Alice Tolson, 1525 Monroe street northwest; Phoebe Saffell, Alexandria, Va.; Janet Coon, 23 Denwood avenue, Takoma Park; bottom, Lois Mertz, 1418 Montague street northwest; Mary Beach, 7130 Ninth street northwest, and Irma Hugins, Benning, D. C.

Capitulation of Ballots Cast Up Yesterday Shows Hilda Phillips Leading With 11,775; 72 Hours Yet To Go.

With only 72 hours to go in The Washington Post-Mary Pickford contest, a capitulation of votes cast up to 6 o'clock yesterday afternoon showed Hilda Phillips leading with a total vote of 11,775.

Miss Phillips' margin, however, was not sufficient to be comfortable as Janet Coon was in second place with a vote of 10,310.

Irma R. Hugin was third with 8,547 votes and Dorothy Brandt was in fourth position with 6,115.

18,985 Votes Cast.

A total of 18,985 votes were cast yesterday by the contestants, bringing the grand total to 128,166. The day's total was one of the largest of the campaign and the contest managers are expecting big increases in Monday's and Tuesday's vote.

The contest winner will be given a trip to Hollywood on a special train over the Santa Fe Railroad, and upon arrival in Hollywood will go to Pickfair, the home of Mary Pickford and her husband, Douglas Fairbanks, where she will remain for a week as a guest of the famous screen couple. In addition the winner will witness the filming of Miss Pickford's new photoplay, "Coquette," and will visit many of the show places of Los Angeles and Hollywood.

Standing of Other Leaders.

In addition to the contestants aforementioned, the standing of the other leaders at 6 o'clock yesterday was as follows:

Mary Beach	5,887	Vera Dove	2,067
Bernice Babcock	5,180	Mary Rose Pauly	1,822
Katherine W. Adams	5,060	Lois Mertz	1,743
Julia Cookman	4,163	Evelyn Harger	1,457
Phebe Saffell	3,828	Elsie Raye Sanders	1,275
Nancy Hopkins	3,007	Margaret Kirby	1,156
Ethel Ballinger	2,868	Claire Sessford	1,134
Nora Ableman	2,769	Agnes Simmons	1,047
Alice Tolson	2,631	Grace May Bowman	1,028
Helen Williams	2,421	Madeline Green	1,022

Bishop Bristol To Lead Service

Metropolitan M. E. Church Will Celebrate Completion of Repairs Today.

Bishop Frank M. Bristol, former pastor of the Metropolitan Methodist Episcopal Church, will direct special services of the Union Methodist Episcopal Church, Twentieth street and Pennsylvania avenue northwest, at 11 o'clock this morning, marking the completion of church improvement and repairs.

The church property is now free of debt, the Rev. James L. McLain, D. D., pastor, announced yesterday. Today's services will also celebrate the approaching eighty-third anniversary of the founding of the church, whose cornerstone was laid on July 8, 1846.

The present board of trustees, including Rev. Dr. McLain, ex-officio member, Edgar A. Nelson, A. J. Long, Roy E. Bebermeyer, W. H. Lucas, George Hilton, Nelson H. Kent, Col. Henry C. Fisher, Louis Ludlow, and Samuel H. Breidenbach, raised $5,000 in 1924 to pay off the last portion of the $23,000 debt incurred for remodelling under the Rev. J. O. Wrightson, D. D., former pastor, in 1916.

Old members recount a legend from the first dedication of the church in 1846 by the Rev. Henry Slicer, D. D., of the Baltimore Conference. He is said to have ordered the sexton to lock the doors until a definite sum of money was raised.

Holy Trinity Players Will Repeat Comedy

The Stellar Dramatic Players of Holy Trinity Parish, under the direction of Miss Sue Murray, will again present "Mrs. Temple's Telegram," for the benefit of the Catholic Daughters of America, at the Knights of Columbus Hall in Silver Spring, Tuesday evening at 8:15 o'clock. The cast is composed of a talented group of young artists of this city and includes Miss Margaret Du Fief, Miss Rosanne Roach, Miss Dorothy Cavanaugh, Miss Anne Lyddane, Mr. Robert Shaw, Mr. Jack Duvall, Mr. Joseph Kearney, Mr. Martin Foley and Mr. A. Brault.

Miss Mary Roach will give a specialty dance and Mr. Lawrence Hendricks will act as pianist.

Chimney-Sweep's Denial Held Valid

Intoxication Charge Is Dismissed After Story of Fire-Escape Climb.

Charges of destroying private property and intoxication were dismissed against Harry Hall, colored, 45 years old, a chimney-sweep, of 1906 L street northwest, by Judge John P. McMahon yesterday in Police Court. The court decided a proposition made by Hall in his testimony was sound and substantial ground for dismissing the charges.

The chimney-sweep said he was retained to clean the ice from a roof and the chimney of a house at Nineteenth and L streets northwest on Friday. He said he carried several bricks and rope in a gunnysack on his back, wore a heavy overcoat and clumsy hipboots when he climbed an icy fire escape four stories to the roof.

"Now anybody that can climb a fire escape with all that stuff on his back just can't be drunk, your honor," Hall exclaimed.

While he was at work on the roof, he said, some boys threw a heavy piece of ice at him, which missed its mark and crashed through the roof of a taxicab on the street below. Policemen then arrested him, he said, and accused him of throwing a brick through the cab roof and being drunk.

Pseudo Fire Officer Fleeces Business Men

Complaint by Fire Chief George S. Watson yesterday started the police on a hunt for a confidence man engaged in the task of acquiring funds from friends of the Fire Department through misrepresentation.

Several business houses, Chief Watson said, have given contributions to a man who gave his name as O'Neil and said he was a battalion chief of the Fire Department, to aid in publishing a "year book" of the Veteran Firemens Association. There is no such association, Watson warned the public, and there is no battalion chief named O'Neil." The solicitor, it is said, gave his address as the District Building to divert suspicion on the part of persons from whom he sought and obtained funds.

Dry Leader Can't Believe His Hat Stolen, But It Was

"I can't believe any one would steal my hat in the Police Court Building."

The remark was made by Albert E. Shoemaker, legislative counsel for the Antisaloon League, yesterday while he and several attaches searched a courtroom for his missing headdress. Ten minutes later he drew his overcoat as high about his head as possible and walked out of the building into the cold, convinced that some one did steal his hat.

The dry organization's counselor visited the court to observe Judge Ralph Given sentence convicted bootleggers. He became so interested in the proceedings that he failed to guard his hat. Herman Grimm, of Baltimore, was called up for sentence on a transporting and possession charge and he was ordered to pay a $1,000 fine or serve a year in jail.

"Good," remarked Shoemaker, and then began to look around for his hat.

DISTRICT'S LEADERS JOIN WITH JEWRY IN HONORING DR. SIMON

Coolidge Writes Congratulating Rabbi on His Success in 25 Years' Service Here.

BISHOP FREEMAN LAUDS HIS AID TO COMMUNITY

Rev. G.C.F. Bratenahl Speaks for Prelate, Who Is Ill in California.

Civic leaders of the District of Columbia joined with the Washington Jewry last night in honoring Dr. Abram Simon, who has completed 25 years as rabbi of the Washington Hebrew Congregation, at a gala celebration in the Mayflower Hotel.

Some 600 persons were present. A large unseen audience, however, heard the many addresses in praise of Rabbi and Mrs. Simon through the medium of WMAL over which the program was broadcast.

President Calvin Coolidge, unable to attend because of pressing business, extended his greetings to Dr. Simon in a letter addressed to him, but read by Levi H. David, chairman of the celebration committee. The letter read:

President Coolidge's Letter.

"My Dear Dr. Simon: It is with great regret that I find myself unable to attend the dinner in celebration of your twenty-fifth anniversary of your spiritual leadership of the Washington Hebrew Congregation. Your active interest in all things pertaining to the welfare of this brought you not only respect, but real affection.

"I congratulate you most cordially, and for the future years wish you health, happiness and success in your work.

"Very truly yours,

"CALVIN COOLIDGE."

The Right Rev. James E. Freeman, Bishop of Washington, was also scheduled to make an address, but had to leave recently for California because of illness.

In his place, though, he sent the Rev. G. C. F. Bratenahl, dean of the cathedral, to express his esteem for the rabbi.

In a letter directed to Joseph D. Kaufman, explaining his unexpected absence, Bishop Freeman declared:

"Insularity of habit and practice has given place to the larger recognition of a minister's responsibility to be the servant of the whole community.

"In this aspect of his ministry Dr. Simon occupies a place of unusual distinction, and those of us who have been associated with him have not only rejoiced in his fellowship but in his splendid consecration to all that concerns the large and varied interests of the community.

"The clarity of his vision, the breadth of his charity, coupled with his unfailing readiness to respond to any call, have given him a place of honor in the religious communions of every name," the letter said.

Senator Arthur Capper, of Kansas, chairman of the Senate District committee; Dr. Frank A. Ballou, superintendent of the public schools; Frank J. Hogan, Dr. H. O. Eno, president of the Central Conference of American Rabbis; Dr. Louis Wolsey, chancellor, Jewish Chautauqua Society; Maurice D. Rosenberg, vice president of the Union of American Hebrew Congregations, and Rabbi William F. Rosenblum swelled the sum total of praise heaped upon Dr. and Mrs. Simon.

Praised for School Work.

They review the past 25 years during which he has been rabbi at the Hebrew Congregation. They told of his work as president of the Board of Education, as president of the Columbian Hospital, as treasurer and president of the Central Conference of the American Rabbis and of his other activities.

"There is no one in Washington for whom there is more universal good will than Dr. Simon," Senator Capper said. "Whenever he has appeared before the Senate District committee it has been in the interest of the community and not for himself."

"Any credit for the success of the Washington public school system must be accorded Dr. Simon for guiding it through a stormy era into a period of peace," Dr. Ballou said, adding that "Dr. Simon has found many opportunities to exhibit that tolerance and brotherhood that is so often lacking in public officials."

Hogan praised Rabbi Simon as a clear thinker, exceptional teacher, two-fisted fighter for right and a proponent of peaceful settlement of difficult problems.

STREET CAR MERGER HEARING THURSDAY

Blaine's Demand for Amendment Appears Only Blockade to Approval.

WANTS NEW EVALUATION

The Senate District committee will assemble Thursday morning to listen to the views of representatives of the public with regard to the resolution authorizing a merger of the local street car companies.

The committee evidently stands ready to approve the merger resolution, but is blocked by the demand of Senator Blaine (Republican), of Wisconsin, that an amendment be approved to provide that the merged company be revaluated on the prudent investment theory.

The meeting Thursday was ordered after letters had been received by four opponents of the resolution as it is now written.

These were William McK. Clayton, chairman of the utilities committee of the Federation of Citizens Associations; William A. Roberts, formerly a member of Clayton's committee; A. C. Hayden, of the Central Labor Union, and Mercer Johnston, of the Peoples Legislative Service.

$1,050 Rings Recovered; Were Hidden in Basket

Rings valuedat $1,050, reported stolen at the home of Mrs. Sadie Bramow, 1771 Lanier place, were recovered yesterday by Detective D. J. Murphy, of No. 10 Precinct, who found them in a waste-paper basket in the house after taking in custody Gertrude Robinson, colored, 20 years old, a maid.

Mrs. Bramow reported that she had employed the maid two weeks ago through an employment agency. The maid confessed to having placed the rings in the basket, Murphy said.

Capital's Printers Urge Airport Here

"Commensurate With City's Dignity," Says Typothetae Resolution.

Resolutions urging Congress to pass legislation at this session to provide Washington with an airport "commensurate with the dignity and importance of the Nation's Capital" were adopted by the Washington Typothetae last night at its Ben Franklin dinner at the Lee House.

William P. Phaff, member of the New Orleans Typothetae and president of the Chamber of Commerce of that city, was the principal speaker.

The meeting was largely attended, more than 200 local Typothetans being represented in addition to members of Baltimore and Philadelphia branches.

McCarl Aid to Talk Before Bar Association

Assistant Comptroller General Lurtin R. Ginn will address a meeting of the Federal Bar Association Wednesday night in the auditorium of the Department of the Interior Building, William R. Vallance, president of the association, announced.

The meeting originally was scheduled for tomorrow night, but was postponed. The speaker's subject will be "The Comptroller General."

Drastic Vagrancy Bill Advocated by Rover

Leo A. Rover, recently confirmed as United States district attorney for the District, advocated early passage of the vagrancy and dangerous weapons bills in an address to the Woman's City Club yesterday, Mrs. Charles Alger presided.

The vagrancy bill should pass before the inauguration, Rover said, in order that greater protection might be afforded the public during the period of the inauguration.

Archbishop Gives Aid To Community Chest



Louis Johnson, Post Staff Photographer.
This 24-foot thermometer erected in front of the United States Treasury building yesterday by the Community Chest will register the charity of the people of Washington.

Sends Letters for Priests to Read at Mass; Progress in Program.

The Most Rev. Michael J. Curley, Archbishop of Baltimore, is aiding in the observance of "Community Chest Sunday" in Washington today by presenting, through every priest in the diocese, at every mass today, a personal letter to the congregations, calling on them to support the Community Chest. Plea for the chest are to be made in every church in the Capital, white or colored, regardless of denomination. Dr. W. L. Darby, executive secretary of the Washington Federation of Churches, has written to the Protestant pastors bespeaking their cooperation, and Dr. Abram Simon has written to the Jewish rabbis of the city.

In addition there will be lay speakers at several of the churches, including F. L. Rogers at Brightwood Park M. E. Church, Claude Owen at Hamline M. E. Church, Vernon B. Lowery at the Church of the Nativity and Myron Whitney at the Fifteenth Street Christian Church.

Archbishop Curley's message to be delivered through the Roman Catholic priests of the city follows:

Archbishop's House,
408 N. Charles street,
Baltimore, Md.
January 23, 1929.

To the clergy and laity of the District of Columbia.

"Dearly beloved in Christ,

"It is our wish that at all the masses on Sunday, January 27, this letter be read to the faithful. This wish of ours may well be considered as a command since it has to do with the great work of charity, the care of needy, young and old, in the Capital city of our Nation.

"Practically all the outstanding Catholic agencies of charitable work have made common cause with the Community Chest Organization of Washington. That organization is going before the public in a drive for funds during the week of January 27. From the funds collected will come generous support for our own charitable works.

"It is the duty, therefore, of the Catholics of the District, not only to be cheerful contributors to this fund, but furthermore to render willing service as collectors and agents in the work wherever such service is required of them.

"We wish our people to bring into this work the sublime motives of faith, of love of God and His poor, of the infinite charity of Jesus Christ, which have given to our charitable operations throughout the ages, a very special character and lifted them high above works performed from a purely human motive.

"The success of the drive will depend in a large measure on the full cooperation of all the people of the District. Our honor is at stake. We have pledged cooperation. We must give it in fullest measure, as if success depended on us alone. If the citizens of Washington enter on their charitable campaign in this spirit realizing that it is a noble service rendered to the poor for God's sake, there need be no doubt about the outcome.

"We expect the Catholics of Washington to give to the full measure of their means to the cause of charity when approached by the fund collectors during this week.

"Wishing priests and people every blessing, I remain,

"Sincerely in Christ,

"(Signed) MICHAEL J. CURLEY,
"Archbishop of Baltimore."

Wide Advertising Campaign.

If every person in Washington is not aware by tonight that a Community Chest campaign is about to get under way, it will not be the fault of the publicity committee, of which C. Melvin Sharpe is chairman.

Every street car in Washington is carrying posters advertising the campaign; store windows blazon forth the campaign slogan, "Give Once For 57" by means of attractive posters distributed yesterday by the Boy Scouts and sidewalk signs emphasizing the slogan greet the pedestrian.

Attractive bill boards carrying huge posters greet the traveler at strategic points about the city. A special Community Chest film is being shown at all the theaters this week. Newspapers are carrying full page advertisements for the chest; hotel lobbies are decorated with chest posters under the direction of Osgood Roberts of the Hotel Mayflower, recently added to the publicity committee by Mr. Sharpe; forceful speakers are occupying every radio station in the city every evening.

The schools have been and are being circularized; preachers from their pulpits and orators at various meetings throughout the city are telling, in compelling language, of the advantages of the chest plan; and this week marks the start of 4,000 workers to tell the story to every individual person in the city.

Great Cooperation.

"I have never seen such cooperation on the part of everybody for any other movement started in Washington since the Liberty Loan drives" Mr. Sharpe said last night. "Everybody seems to realize that this is the biggest individual campaign ever launched in the Capital, for the purpose of raising the largest fund ever asked for expenditure in one year, and they are rising to the occasion in a manner truly great. I just can not envision failure for a campaign which is backed so whole-heartedly by every denomination, race and creed in Washington."

"The wide scope of the Community Chest could not be better illustrated than by the December report of the Travelers' Aid, a Community Chest agency," Mr. Sharpe continued. "The Washington branch in that month, handled 789 cases involving 1,108 persons and including the following nationalities: American white, American colored, Austrian, Danish, Dutch Swedish, Swiss, English, Finnish, German, Hungarian, Irish, Syrian, Italian, Roumanian, Russian, Scotch, Spanish and Czechoslovak.

"That shows that the Community Chest aids every race and creed, and also shows why it is being enthusiastically supported by all of Washington."

The campaign will get actively under way tomorrow night with a dinner at the Mayflower Hotel at which officers, division and team captains and workers will be present.

United States Senator James Couzens, former chairman of the Detroit Community Chest, will speak on "The Responsibility of the Citizen for Community Welfare" and Allen T. Burns, director, The Association of Community Chests and Councils, New York City, will speak on "The Chest's Contribution to a Community."

Chairmen and Captains.

Other prominent local speakers will be heard and it is declared vital that every worker be present. Team and divisional captains are made responsible for the appearance of their workers.

The list of division chairmen and team captains follow:

Division 1, Anacostia—Dr. George S. Havenner, chairman; captains, Maurice Otterback, J. Louis Geltman, Dr. Arthur P. Noyes and Charles Stark.

Division 2, Far Northeastern—A. D. Loeffler, jr., chairman; captains, Daniel T. Zellmeyer, Arthur S. Cusmore and George M. Miller.

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Lecture on Science Today.

Dr. Tobias Dantz will deliver a free lecture at 3 o'clock this afternoon under auspices of the Secular League at Musicians' Hall, 1008 E street northwest. His subject will be "Faith in Science."

Pistol of Girl Hitch-Hiker Lands Her in District Jail

The trail of a hitch-hiking tour from her Tennessee home led Miss Ruth Barnett, 17 years old, to the District Jail yesterday. She was ordered to serve two months in jail by Judge Gus A. Schuldt in Police Court for carrying a concealed weapon.

Miss Barnett was arrested a week ago near the Union Station. She was haled before Judge Schuldt by police, who declared they found a revolver in her pocketbook. The girl told Judge Schuldt she lived in a Tennessee mountain town and came to the Capital in search of her brother "Jim," expecting that any one in this city would know her brother.

She was turned back to policewomen while her story was investigated. Brought again before Judge Schuldt, she admitted that she had concealed the truth because she did not want her mother to find out she was in trouble. Her mother, she said, was Mrs. Katherine Barnett, of Johnson City, Tenn., and her reason for leaving home was the result of a quarrel with her stepfather.

"Why, everybody carries a gun where I come from," the girl freely admitted when asked about the weapon. She declared she had taken the weapon to protect herself while traveling here, and intended to sell it. The court intimated investigation of her second story would be made, and in the event her relatives would send for her, she would be freed on probation.

Washington Hotel Men Have Prominent Guests

Laurence Mills, publisher of the National Hotel and Travel Gazette and secretary of the Washington Hotel Men's Association, was the honor guest at the association's annual banquet last night at the Hotel Washington.

A number of special guests were in attendance, among them being Senator Cole L. Blease, of South Carolina; Representative Fred N. Zihlman, chairman of the House District committee, and Maj. J. L. Peyser, president of the Washington Bar Association.

Snatcher Fells Woman And Escapes With Purse

While walking near her home early last night, Mrs. Addie Baggett, 60 years old, of 1337 Twelfth street northwest, was struck down by a tall colored man, who snatched her purse and fled.

Fred Warren, of 1406 Twelfth street northwest, witnessed the assault and robbery from across the street and pursued the thief, but was outdistanced. Mrs. Baggett reported to Detectives C. H. Weber and H. E. Ogle that the handbag contained $13.50, eye glasses and some cakes.

INAUGURAL SEATING DETAILS ARRANGED; PRICES ARE POSTED

Work on Grandstands Slated to Start This Week on Lines of Parade.

SENATE VOTES $25,000 FOR EXTRA POLICEMEN

Gen. H. O. Williams to Head Army Units in Military Division of Pageant.

Pennsylvania avenue will take on a holiday aspect this week as the work of erecting stands from which to view the inaugural parade gets under way.

Details of seating arrangements made known yesterday disclosed that grandstand seats on both sides of the Avenue in front of the State, War and Navy Building will be available at $4. A limited number of boxes, seating six persons each, will be located in Lafayette square and will be available at $60.

Construction of stands along Pennsylvania avenue from Thirteenth to Seventeenth street will be started this week. At the Capitol, where President-elect Herbert Hoover and Vice President-elect Curtis are to be inducted into office, stands to seat 8,000 persons will be started in a few days. David Lynn, architect of the Capitol, yesterday let a contract for this work to Skinker & Garrett on a bid of $19,834.

Remainder for Miscellany.

The remainder of $45,000 appropriated by Congress for inaugural expenses will be spent on chairs, decorations, usher hire in connection with the ceremonies.

Additional information on seat locations and prices was announced as follows:

All seats in Lafayette square opposite the White House, exclusive of boxes, $7.50; seats in two stands on either side of the presidential reviewing stand, $7.50; seats in two stands on either side of the driveway, $5; seats in front of the Treasury and on the opposite side of the street, $5; south end of the Treasury, on Fifteenth street and Pennsylvania avenue to Fourteenth street, $5; between Fourteenth and Thirteenth streets, on both sides of Pennsylvania avenue, $3.

Stands on Thirteenth Street.

Stands probably will be erected from Thirteenth street to the Capitol, but whether by the committee or by concessionaries has not yet been decided. Reservations for seats in all stands are being accepted by J. B. Reynolds, chairman of the ticket committee, at Room 303 Transportation Building, Seventeenth and H streets.

Brig. Gen. Herbert O. Williams, commander of troops in the district of Washington, will command all Army troops in the first division of the inaugural parade, the committee announced yesterday. This division is to comprise detachments of the Army, Navy, Marine Corps, National Guard and Organized Reserve Corps.

$25,000 Voted for Police.

The Senate yesterday passed and sent to the House a joint resolution giving the District Commissioners $25,000 for police arrangements and other expenses incident to the inaugural program. Senator Vandenburg (Republican), of Michigan, who reported the resolution favorably from the District committee, said he had been advised that 200 policemen from Baltimore would assist Washington policemen in handling arrangements for the inauguration celebration.

The resolution also gives the Commissioners authority to make temporary regulations to control traffic and street vendors.

The Washington Post.

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Sunday, January 27, 1929.

THE AMERICAN FLAG AT SEA.

The argument that the United States can not afford to build sufficient cruisers to insure national safety does not appeal to the American people. When Senator Borah proposes to substitute blue prints for actual ships as a matter of "economy" he gives away his whole case. The bill does not call for an appropriation covering the cost of all the ships. The expenditure would be spread over several years. What good does government "economy" accomplish, if it does not conserve the Nation's revenue to meet the Nation's needs?

Failure to provide reasonable naval defense, followed by national adversity and humiliation, would bring down upon Congress the condemnation of the entire country.

All senators know that there is no virtue in the argument that the Treasury can not finance the building of fifteen cruisers. All the people know that this is a false plea.

The people of the United States are aware that every naval power in the world is taking care of its defenses. The only nation that has seriously fallen behind in naval strength is the United States. This is due to the failure of Congress to act, and is not due to the lack of money.

Whenever the leading naval powers are ready to halt naval construction the American people are ready to approve of a halt by the United States also. So long as foreign navies are being made stronger the American people demand that their Navy shall be made stronger also.

Senator Borah's suggestion that the United States should make a bluff at building cruisers, without actually building them, does not fool anybody in Great Britain or the United States. If Great Britain should agree to equality of naval strength with the United States it will not be through fear of blue prints in the Navy Department pigeonholes. The construction of British steel cruisers goes on, according to a program based upon Britain's conception of her interests and needs. Great Britain is not throwing away an advantageous position in the hope that the United States will quit building ships and generously yield to her the mastery of the sea.

Japan has no quarrel with the United States or any other power, but she is taking care of her naval defense. France, Italy and even Germany are building naval vessels for national security.

The proposed increase of American naval strength is not aimed at the British navy or any other navy that leaves American commerce alone.

There is no possibility of a clash between the United States Navy and any other navy if there is no aggression against the United States.

The United States has reached the point where its ocean commerce can not be destroyed without destroying the well-being of the country. The livelihood of millions is now involved in the production and distribution of American goods throughout the world. Deliberate and persistent interference with American commerce spells war, no matter who the aggressor may be, and no matter whether the United States Navy is strong or weak.

Common sense calls for protection of this commerce in the shape of modern warships. A law authorizing ships, and then directing the President not to construct them, would be a betrayal of American security. The lives of Americans lost in defenseless and undefended merchant ships would be the price of such folly, in the event of a foreign war.

There is no international law protecting Americans or American ships in case of war between foreign powers. Both sides are free to seize and sink American ships, as they did in the last war. The only means of protecting American life and property at sea is by American warships.

Some day, it is hoped, the nations will be civilized enough to cooperate in preserving the safety of noncombatants and neutral ships. No such agreement exists now. Congress should deal with realities, and not with dreams. Let it do its duty in insuring the safety of American life and property by providing warships capable of enforcing respect for the American flag, wherever it may fly on the high seas.

FARMERS AND THE TARIFF.

The House ways and means committee is in the midst of its most important hearings for revision of the tariff schedule. The farmers are having their turn before the committee, and the sessions of Friday and Saturday indicate that they are making the most of the opportunity. The committee has resorted to night hearings and special sessions, and has cut the allowance of time to the witnesses from ten to five minutes in an attempt to hear the hundreds who are pleading for higher duties.

Agricultural groups are relying implicitly on the campaign promises of farm relief made by the Republican party. They are demanding relief through constructive legislation in addition to more adequate protection through the tariff. The fact that farm bankruptcies have increased more than 1,000 per cent during the past 20 years, while the percentage of commercial failures remains about the same, indicates how urgent the need is. In a recent address, Senator Brookhart pointed out that while there is only two-thirds as much capital invested in manufacturing in the United States as in agriculture, and less than three-fourths as many factory workers as farm employes, yet manufacturing products reach an annual value of $44,000,000,000 as compared with $12,000,000,000 for agriculture. The situation demands that agriculture be given a full hearing before the tariff-making body.

Demands for higher duties range up to 300 per cent. Producers of corn, wheat, live stock, poultry, fresh vegetables, fruits, sugar, and many other products have asked for additional protection. When the producers asked for a higher tariff on wheat that is rich in protein, the millers were on hand to demand proportionate boosting of the duty on flour. It is obvious that if the demands of all are granted, the cost of living in this country would be appreciably raised. Since nearly half the population is rural this would work disadvantage to the farmer as well as to every one else. It is the agricultural population that is in need of assistance, and every tariff schedule on farm products that is rewritten should be designed to support that need, without increasing the cost of living.

Where higher agricultural duties are to be met with similar schedules that will allow manufacturers to increase food prices to the public, the so-called protection will return to plague the farm population and the public in general. The end in view should be not a general increase in food prices, but a better return to the farmer for what he produces. This can not be accomplished through revision of the tariff alone.

Congress needs facts from every source, and they should be facts, not propaganda from organizations seeking higher profits.

AN UPRIGHT STATESMAN.

Representative Howard, of Nebraska, has set a precedent which, if followed by all members, might seriously interfere with the output of the House. At the Friday session Mr. Howard rose to what he termed a "question of personal privilege" and eloquently confessed himself undeserving of honors that had been accorded by several of his fellow legislators, in congratulating him upon the authorship of a poem that had been published in the Congressional Record at his request. He hastened to explain to the House that the verse, which proposed reunion among the survivors of the armies of the Blue and the Gray, was written by a Mr. Carlisle, of Washington, and that through the accidental elimination of the by-line in the printing office, credit was not given to the author. "The lines are beautiful," said Mr. Howard. "The sentiment is noble, and I should like ever so much, Mr. Speaker, if I might claim the authorship of those lines. But they were not mine; I did not intend to deceive; I did not intend to commit the hideous crime of plagiarism."

If every one of the 435 members of the House were to arise and apologize so eloquently for every bit of anonymous genius that passes into the Record as original oratory, the time left for deliberation on national problems might be seriously reduced. Nevertheless Mr. Howard is deserving of the applause he received. Such an example to Congress should not fail to attract public attention. Congress needs more statesmen like Representative Howard.

EINSTEIN'S NEW THEORY.

Prof. Albert Einstein, formulator of the theory of relativity, has stirred up the widest scientific and lay interest with his latest, and self-styled greatest, discovery, which is soon to be published. Inklings of the new theory have become public, leading to scientific comment on what it may mean to the world. Prof. Hans Reichenbach, of the University of Berlin, who was privileged to study the manuscript of the work, is the first to discuss it. According to the new theory, he says, there is only one substance, namely, "the field," and only one universal physical law. The field contains electrical and gravitational components, all of which are linked into a single formula. Gravity and electricity are the basic forces that regulate all physical phenomena. Gravitation rules all mechanical phenomena. In the relativity theory, Prof. Einstein identified the law of gravitation with the universal characteristics of time and space, but he did not bring electricity within a general law controlling all physical phenomena.

Many scientists have been working on the problem of reconciling the laws of mechanics and electricity, but it has remained for Prof. Einstein, in his latest work, to reveal a possible solution. In the new theory, the tenets of gravitation are merged with the tenets of electricity, and both appear as a consequence of the universal law of "the field." The theory has not yet been explored in all its ramifications, nor will definite proof of its substantiality be obtained until numerous scientific workers have had the opportunity to master its details and conduct laborious experiments. This, in all probability, will take years.

If, says Dr. H. H. Sheldon, head of the department of physics of New York University, the new theory can be verified, a most fascinating field of experiment will have been opened up. Mankind has learned how to harness and control electricity, and if gravitation is subject to similar laws there is reason to believe that man will learn to control and utilize gravity. Electricity can be insulated. Possibly the force of gravity can be insulated, so that airplanes could be aloft without physical support and immense weights counteracted, enabling mankind to break the bond that holds him to the earth.

Einstein's theory of relativity has not lent itself to practical uses as yet, but the theory about to be published may prove to be the most intensely practical gift that science has ever offered humanity.

DR. TEMPLE'S ENTHRONEMENT.

The enthronement of Dr. William Temple as Archbishop of York, which took place during the present month, serves to recall the antiquity of the northern English metropolitan see, for the new incumbent is ninetieth in succession from Paulinus, who was made first bishop of that diocese in the year 625. The impressive ceremonies of the other day differed in some few particulars from those current in the Middle Ages. For instance, Dr. Temple did not enter the city through Micklegate Bar and ride on horseback over Ouse Bridge to the precincts of the cathedral. Instead, he presented himself on foot at the west door of the sacred edifice, and thereon knocked with his pastoral staff as a signal that he asked for admittance. Further, he spoke his vows and took the oaths in English, not in Latin.

The points of similarity, however, were still greater than those of difference. York is the only cathedral in England that has preserved its ancient constitution unchanged. Hence all the petitions and declarations used in the recent service were taken from the Minster records of the fourteenth century. Even the English translation of them dates back to the early part of the eighteenth century. York Cathedral is now, by common and universally accepted usage, designated as York Minster, but it really never was a monastery or monasterium, as the word Minster might seem to imply. From this fact arises the curious ecclesiastical situation that its dean and chapter are its trustees and guardians, and also the trustees and guardians of the temporalities and spiritualities of the whole archiepiscopal see, and, further, that the archbishop is not a member of the chapter and takes no part in its deliberations. Hence, before being installed by enthronement, Dr. Temple, like his predecessors, had to take an oath on the Saxon Gospels to defend and preserve intact the rights and liberties of the dean and chapter.

These Saxon Gospels are themselves of great antiquity. Together with the Horn of Ulphus and the site of the cathedral, they form the only tangible possessions which have come down to the dean and chapter from a period that antedates the Norman conquest.

With so much that is ancient and venerable surrounding it, it is no wonder that Englishmen are proud of York Minster and the see of which it is the apex and center.



So Say We All of Us.

RAILROAD MERGERS.

Although the administration for some time has been advocating enactment of liberalized railroad merger legislation, it was not believed that immediate action toward this end was contemplated by Congress. That a subcommittee of the Senate interstate commerce committee has prepared such legislation comes as somewhat of a surprise. Not only has the bill been prepared, but it will be reported to the full committee early in the week, and an effort will be made to get action upon it before adjournment. President-elect Hoover is said to favor the bill, but there can be no doubt that it will precipitate a bitter committee and floor fight.

The new measure, it is understood, would permit railroads to acquire competing roads by direct stock purchase as well as to effect consolidations and operate combined properties under a new name. In addition the bill would enable the Interstate Commerce Commission to authorize sales and combinations in the event a majority of the stockholders should favor a consolidation. In the past numerous projected mergers of railroad properties have been blocked by minority groups of stockholders.

Something should be done to make possible organization of the country's railroads into scientifically conceived economic units. For years the Interstate Commerce Commission has been trying to force agreement in the Eastern territory for the merger of existing trunk lines, but the executives have bickered and squabbled and are apparently no nearer a solution today than they were when the roads were turned back at the end of the World War. Out in Cleveland the ambitious Van Sweringen brothers have tried on several occasions to form a trunk line, but the Interstate Commerce Commission and groups of minority stockholders have foiled every attempt. West of the Mississippi peace seems to reign in railroad circles, but the Eastern territory is a hotbed of uncertainty and unrest and the economic progress of the country demands that uncertainty be replaced with stability.

Whether or not new legislation can bring about this desirable end will be debated vigorously if and when the bill is brought before the Senate. Offhand, it is easy to criticize legislation designed to withdraw protection heretofore enjoyed by minority stockholders, but the stability of the railroads is so important to the country as a whole that there may be reason to apply the majority rule. It seems hardly possible, however, that railroad legislation can be got through the present session. The question deserves and demands careful consideration.

BUSINESS ARBITRATION.

Civilized man took a long step forward when he learned to settle disputes before a judicial tribunal rather than by physical combat. But today a dispute between two persons becomes a combat of words, or too often, of money. The man who is able to hire the best attorneys and carry his case through the greatest number of appeals stands the best chance of winning. However, at the conclusion of his legal battle he often finds that he has lost, besides inflicting a heavy expense upon his opponent; for legal adjudication is extremely expensive and often entails so many delays that all the litigants involved lose more than they gain.

No class has been more annoyed at this state of affairs than the business men. It is therefore quite reasonable that commercial groups should set themselves the task of finding a better way out and that these groups should hit upon the principle of arbitration. The American Arbitration Association, which convened in New York last week, announced that more than 1,500 tribunals of this kind have been established in as many cities, with 5,000 competent business men, former judges and experts in other lines serving as arbitrators. The conference adopted a plan for extension of the commercial arbitration system throughout the United States. An educational movement to demonstrate to business men the practical value of this method of settling their differences will also be undertaken.

The theory underlying commercial arbitration is fundamentally sound. The stagnation of law suits in the average State court is a discouragement to business and entirely out of harmony with modern commercial methods. A large percentage of the disputes that arise among business men could be more equitably settled by an impartial business expert than by any court, with a fraction of the expense and delay that litigation entails. So sensible a movement will no doubt become general in the business world.

A legal difficulty blocks the use of commercial arbitration in most States, for such agreements are illegal under the common law. This obstacle has been overcome by legislation in New York, Pennsylvania, California, New Jersey, Oregon, Massachusetts and Louisiana. Congress also passed an arbitration law in 1925. The urge of the association that these statutes be used as models for arbitration laws in all other States should carry a strong appeal to business men.

ARMY AVIATORS.

According to the magazine Aviation, Capt. Lowell Smith, United States Army Air Corps, plans to obtain a year's leave of absence during which he will manage an interisland airline in Hawaii. If the project is successful, it is intimated that Capt. Smith may resign to devote his entire attention to commercial aviation.

Capt. Smith is one of the famous service aviators. In 1924 he led the round-the-world flight and he is the only member of its personnel still in the service. One by one the round-the-world fliers resigned their commissions to accept employment with commercial aviation companies, in each case because of dissatisfaction with the opportunities for advancement under the present Army promotion system.

The Furlow bill, designed to improve the promotion situation in the Air Corps by placing flying officers on a separate promotion list, and authorizing promotion in each instance after specified years of service, has passed the House. The Senate may see in Capt. Smith's reported plan to resign the reasons underlying the drafting of the bill. Army aviators should not be restricted to the general promotion list. Unlike other branches of the service, the Air Corps, so far as fatalities are concerned, stands in the position of being continually at war, and its officers should be accorded special treatment.

Other measures having to do with the difficult subject of Army promotions are before Congress, but the Furlow bill is the only one to bear general indorsement.

After making a study of blood pressure among natives of Africa a physician reports that the complaint is a product of civilization. Civilized people, however, will prefer high blood pressure to running around naked all day long.

There's one consolation—the Democratic party's $1,600,000 debt is owed to people who are accustomed to getting nothing.

CLUBS



Harris & Ewing.

Left—Mrs. F. Keplinger, of the Social Service League. Center—Mrs. John Allen Munson, chairman of the Thimble Section of the Woman's City Club. Right—Mrs. Edgar B. Meritt, president of the D. C. Federation of Women's Clubs.

By VYLLA POE WILSON.

NATIONAL defense programs and dinners will be the order of the week in local women's organizations because of the gathering in Washington of representatives from 33 national women's organizations who will come to Washington for the Women's Patriotic Conference on National Defense, which will hold a three-day session at Memorial Continental Hall beginning Tuesday.

Many of the leaders at the conference are women and not only well known in organization and patriotic societies, but in business and professional and educational circles. Many of the social and official leaders of Washington society will entertain at teas for the delegates.

The conference will consider methods of organizing women's groups all over the country to support measures for national defense when they are before Congress and to oppose pacifistic propaganda. The women speakers at many of the national organization headquarters and local clubs this week will be leaders in the defense conference, who will explain the necessity for defense and tell the women club members what they can do to help spread the gospel of preparedness for national defense.

Mrs. Boyce Picklen, jr., national president of the American Legion Auxiliary and chairman of the conference, recently said: "The women of the organizations participating in the conferences are interested first in peace, and they feel that adequate national defense is a required measure to insure that.

Oppose With Force.

"We differ from and oppose with all our force the pacifist propaganda aimed especially at women, which would make them believe that through disarmament, without equal concessions on the part of all other nations, lies the way to world peace."

The conference members will have plenty of opportunity to procure one another's views, not only during the sessions of the congress but at the national headquarters of their various organizations, where special teas will be given for this purpose. Many organizations are made up of women with pursuits in life. Over the teacups the teacher, the wife and mother, the business woman and the woman doctor and lawyer can discuss more freely than they could in a meeting the essentials of national defense. Today most of the local clubs will include the visiting delegates belonging to similar clubs in other cities as special guests at their Sunday teas.

The president general of the D. A. R., Mrs. Alfred J. Brosseau, is vice chairman of the conference, and the D. A. R. will take a prominent part generally, outside of the position of Mrs. Brosseau and the fact that the conference is being held in D. A. R. Hall. The national board meeting of the D. A. R. will take place at the time of the conference, and this will insure the presence of many State regents and vice presidents general from many States of the Union.

The conference will open with a mass meeting Tuesday night, and there will be business sessions Wednesday morning and afternoon and Thursday morning. On Thursday afternoon, directed by the American War Mothers, the members of the conference will make a pilgrimage to Arlington to place a wreath on the tomb of the Unknown Soldier. Wednesday President Coolidge will receive the delegates.

The movement begun in the Federation of Women's Clubs to further the fine arts in the American home and community has been eagerly indorsed and emulated by the individual clubs in the last few years. Most of the clubs, both the small and the large ones, have special music, art and poetry study groups. Some of the larger clubs have sections devoted to these objects more active and more important in many ways than the club proper. The suburban clubs particularly lend an atmosphere of culture to their community by the well-arranged musical and poetry programs, the art study courses and exhibitions and the really creditable plays and dramas presented by their drama sections.

The history and literature sections meet frequently and the club members add to the community store of knowledge in historical and literary interest. Many of the clubs with clubhouses and headquarters have really creditable reference collections on these subjects.

Red Cross Work.

The need for surgical dressings workers at the District Chapter of the American Red Cross has not yet been met in full. District Chapter officials are anxious to have volunteers from the ranks of club women for this service.

The surgical dressings unit of the District Chapter, under the direction of Mrs. A. V. Chappell, supplies local hospitals and the Instructive Visiting Nurses with surgical dressings and bandages needed by them in their work.

The volunteer workers of the American Red Cross in making the surgical dressings and bandages used in hospitals here thus release trained nurses for more skilled duties which only they can perform. Previous experience in making surgical dressings on the part of women who volunteer for this service to the District Chapter headquarters, 821 Sixteenth street northwest, is not essential, but it is desirable. The present-day methods of making surgical dressings is very simple and can be learned by any woman in a short time.

There are groups of surgical dressing workers meeting several mornings a week in the sunny workroom at the District Chapter headquarters. Clubwomen who can spare the time to meet with these workers will be rendering, it is said, really valuable service to this great agency of mercy.

League of Voters.

The annual meeting of the General Council of the National League of Women Voters will be held in Washington April 22 to 26, inclusive. Tentative plans for the meeting are being formulated this week by national officers in conference here at league headquarters.

As the league is organized under a biennial convention system the council meeting is the only national gathering of the league in the odd-numbered years.

Attendance at the meeting will be limited to the members of the board of directors, chairmen of national committees, presidents of each affiliated State league and one officially appointed State delegate. It is expected about 125 will make up the group.

Entre Nous Club.

The Entre Nous Club met at the home of Mrs. Charles P. Keyser. Mrs. Charles Hayden, Mrs. Eugene H. Andrew and Mrs. W. A. Sault assisted. The club's spring card party will be held at the Hotel Washington in April.

Mrs. Howard Hodgkins talked on Wakefield, the early home of George Washington.

Mrs. Howard Hodgkins, Mrs. Harvey Wiley, Mrs. Claude R. Porter, Mrs. Margaret Paul, Mrs. Joseph C. Hemphill, Mrs. W. C. Welch, Mrs. A. J. La Varre, Mrs. W. C. Deane, Mrs. Charles Dasher, Mrs. L. B. Henry, Mrs. Helen M. Johnson and Miss Lolla Hatfield were guests.

Soroptomist Club.

The Soroptomist Club gave a dinner Wednesday at the Lafayette Hotel. The chairman of the committee, Miss Marjorie F. Webster, was master of ceremonies, assisted by Mrs. Mary Lewis, Mrs. May Lightfoot, Mrs. Ethel K. Pollard, Miss Gene Dearmore, Miss Grace Goodpasture, and Miss Margaret Conley.

Wednesday at the regular luncheon of the club at the Hotel Lafayette Dr. Peregrin Pisa, First Secretary of the Czechoslovakian Legation, will talk on economics and business and professional women in the City of Prague, where a Soroptomist Club has been organized. His talk will be accompanied by motion pictures of the City of Prague and the women of the Sokol Society of Czechoslovakia.

Mrs. Larz Anderson will give a talk on her recent book, "Circling South America."

Hadassah.

The annual Junior and Senior Hadassah meeting will be held Tuesday evening in the auditorium of the Jewish Community Center. A special program has been arranged. The opening prayer will be given by Mrs. Harry Schwartz. Miss Gretchen Hood will sing. Miss Sophie Snyder will give instrumental numbers. "The Third Generation," a play written expressly for Hadassah by Mrs. Herman Hollander and produced with the cooperation of Miss Yvonne Levy, will be presented with a cast of Senior and Junior Hadassahs.

Nurses Association.

The Graduate Nurses Association will serve tea every Monday afternoon from 4 to 5:30 at headquarters, 1337 K street northwest to members and their friends. Members from the Georgetown Hospital Alumnae Association will be hostesses tomorrow.

Political Study Club.

The meeting of the Political Study Club was held January 19 at the Washington Club. Representative Hatton W. Summers, of Texas, gave a talk on "The Growth of the Constitution."

Miss Isabelle McGee, violinist, and Miss Marcell Greenhalgh, pianist, gave a program. Mrs. J. Jerome Lightfoot, chairman of membership, announced that the following new members have been admitted to the club: Mrs. Jerome H. Gundershimer, Mrs. Oscar A. Bergren, Mrs. Edith A. King, Mrs. William A. Mosparren and Mrs. Percy Adams. During the social hour that followed the meeting Mrs. Everett Sanders and Mrs. Lloyd Thurston presided at the tea table, assisted by Mrs. E. R. Woodson, Mrs. J. L. Baity and Mrs. Edgar Kay.

Chevy Chase Club.

The music section of the Woman's Club of Chevy Chase will meet tomorrow at 2 p. m. for its monthly musical at the home of Mrs. George V. Graham, 8 West Virgilia street. The program committee announces that the following artists will appear: Mrs. J. J. Underwood, Mrs. Frank Wilmott, Mrs. John Stewart, Mrs. Ralph C. Wilson as vocalist, accompanied by Mrs. Dawson Olmstead. Mrs. Charles V. Imlay will give piano selections, and Mrs. Raymond B. Dickey, violinist, will be accompanied by Mrs. C. W. Freitag. Miss Mattie Gibson, Mrs. Martin M. Watson, Mrs. Horace W. Gillett, Mrs. George Cravatt, Mrs. Ben Warren, Mrs. George H. Kane, Mrs. Russell S. McBride, Mrs. Cato B. Hurd, Mrs. Charles Muir, Mrs. Herndon Morsell and Mrs. Chester Graham will assist the hostess in serving tea.

The music section will rehearse Wednesday at 10 a. m. at the Episcopal Church.

Tuesday afternoon at 2:30 o'clock the nature section will meet at 3700 Oliver street.

The French classes have been reorganized. La Premiere class, which is just forming, will meet every Tuesday at 9:30 a. m., and La Class Intermediare every Tuesday at 10:30 a. m. at the Chestnut Farms Community Room. La Class Avancee will meet every Monday at 10:45 a. m. at the home of Mrs. Chauncey Depew Snow, 5719 Chevy Chase parkway.

Republican Women.

The monthly luncheon of the League of Republican Women was held at the Washington Club Monday. The president, Mrs. E. A. Harriman; Mrs. John Q. Tilson, Mrs. George R. Farnum and Mrs. Marion Butler received.

Mrs. Harriman announced that the executive committee of the league had decided to take a room at the Willard Hotel as headquarters for the women guests for the inauguration for four days, March 2, 3, 4 and 5. This room, at the left of the F street entrance, will contain information of all kinds which may be desired by guests, and members of the league will be present at all hours from 9 in the morning until 10 p. m. each day, to welcome and aid the women visitors. The subcommittee for the inauguration, headed by Miss Mabel Boardman, is extending valued aid and cordial cooperation to this plan of the League of Republican Women and will furnish pamphlets and programs and other literature.

Mrs. Virginia White Speel, national committeewoman, extended an invitation to the league from the national committee, to be present on any afternoon of the four days, Saturday to Tuesday, and assist in receiving inauguration guests at the headquarters in the Barr Building, which invitation was accepted cordially by Mrs. Harriman, who said that the members of the league having furnished effective assistance both at local and national headquarters in the late campaign, would do no less at the time of the inauguration.

George R. Farnum, Assistant Attorney General, spoke on his experiences representing the Department of Justice in European travels last summer. The next meeting will be held on Monday, February 4, at 3:30, when the subject of the forum will be "The Multilateral Treaty."

Housekeepers Alliance.

The Housekeepers Alliance met Friday at the Young Women's Christian Association Building. Mrs. W. Wayne Wirgman spoke on "Amateur Home Decoration." A resolution was adopted advocating a regulation prohibiting salesmen who handle food in Washington markets and stores from smoking while so doing. The alliance will have charge of the book review to be given by the Department of Education of the Federation of Women's Clubs of the District of Columbia, Mrs. Ellis Logan, chairman, on Saturday, February 9, at 2 o'clock at the Mount Pleasant Public Library. Mrs. Swaim Reed will review "Elizabeth and Essex," by Lytton Strachey; Miss Alice Hutchison Drake will review a book on modern art; Mrs. Ruth H. Snodgrass will review a book, "Art in Everyday Life," and Miss Georgie Robertson will give a short talk on "Opium, the Demon Flower."

University Women.

The tea of the American Association of University Women tomorrow will be in charge of the education committee, with Dean Mary Louise Brown, Mrs. H. Wellen Fisher, Miss Nell Boyd Taylor and Dr. Elizabeth A. Kittredge presiding. Following the tea Mrs. William S. Garland will review "Recent Fiction." Mrs. Garland will be introduced by Mrs. Anderson.

Thursday at 11 p. m.—Dr. Esther Caukin will lead the international relations group. Luncheon after the meeting. The international relations group, leadership of Mrs. Edith R. Cameron will meet at 8 p. m. Friday at 1 p. m.—The education committee will present Miss Charlotte Young, fellow and tutor of Somerville College, England, the first woman holder of the Rhodes traveling fellowship. Mrs. A. E. Graupner will introduce Miss Young. Reservation for dinner should be made before Thursday evening.

At the meeting of the executive board of the Washington branch, Mrs. Lewis K. Underhill was elected chairman of the program committee to succeed Mrs. E. R. Devine. The board indorsed the Community Chest.

The following election committee was appointed: Mrs. Otto Veerhoff, chairman; Mrs. A. Remington Kellogg, Mrs. Harris T. Baldwin, Mrs. F. E. Farrington, Miss Emily E. Clark and Miss Floy E. Wallis.

American War Mothers.

The District of Columbia Chapter of American War Mothers will give a dinner in honor of national officers and delegates to the Women's Patriotic Conference at the Hamilton Hotel tomorrow at 7 p. m. Maj. Gen. Charles P. Summerall will be the speaker. Mrs. Thomas Spencer of Milwaukee, Wis., national president of the American War Mothers, will be hostess at a tea Tuesday from 4 to 6 at the Hamilton Hotel. All members of the chapter are invited to be present. The Chapter has subscribed for a box for the American Legion ball Wednesday, at the Willard Hotel.

The Capitol Hill Histor[illegible] Club held its bimonthly meeting Wednesday at the home of Mrs. [illegible] Willard, Mrs. J. Harry Cunningham was assisting hostess.

Mrs. V. G. Austin read a paper on "Cecil Rhodes and the Boer War." The club will meet February 13 at the home of Mrs. J. A. Moyer.

Wheel of Progress.

The Wheel of Progress will meet on Wednesday evening in the Washington Hotel, at 8 o'clock.

Miss Sarah Grogan, authoress and traveler, will speak.

Members and friends are cordially invited to attend.

City Club.

Women's City Club members will meet informally at tea this afternoon at the clubhouse, 22 Jackson place, at 4:30 o'clock. Hostess will be members selected, one from each section. "Tea-time" at the club is utilized by many members to acquaint friends with their clubhome. All members are invited.

The drama unit will present its monthly program Wednesday at 8:30 p. m., which will include a new play by Mrs. Edith Odgen Heldal, chairman of the section, and prize winner in many contests. The play, "Empty Arms," will be directed by Mrs. Charles B. Hanford, with Mrs. Elizabeth Shaw Read serving as stage manager. In the cast will be Paul Hunter, Edna Ellis Hilton, Ida Garrett Mattingly and Ed Muth, portraying, respectively, the characters of Abel Appleby, a country preacher; Esther Appleby, his wife; Martha Pratt and Peter. Cards can be obtained at the club desk. The annual dinner of the unit will be given February 8, at 6:30 o'clock in the evening.

Officers of the Monday bridge section were hostesses to members of the group on Monday, when a party within the ranks was held. Officers are Mrs. J. Edwin Reid, chairman; Mrs. Frederick Yates, first vice chairman; Mrs. E. B. Cully, second vice chaiman; Mrs. A. B. Willson, secretary; Mrs. A. F. Arnold, treasurer; Mrs. A. S. Maddox, Mrs. T. H. Dawson and Mrs. Edgar T. Brown, directors. Mrs. Merritt O. Chance, president of the club, was honor guest. Mrs. Chance was presented and spoke briefly. Awards for the afternoon were presented Mrs. George Chase, first; Mrs. L. Slocovich, second; Mrs. A. F. Arnold, third; Mrs. E. H. Haag, fourth. During the social hour, Mrs. George Chase presided at the tea table. Tomorrow afternoon at 1 o'clock the members of the board will meet preceding the section meeting at 1:45.

Members of the thimble section, under the leadership of Mrs. John Allen Munson, chairman, last week delivered several garments to St. Ann's Orphanage and brought away cut-out garments which are being finished for this splendid institution. Workers numbered sixteen this week, with Miss Mae Sullivan, a new member, present.

The District of Columbia history talk given at the third of the series of dinner-talks was by Senator Thaddeus Caraway on Saturday, covering the span from 1845 to 1867. Other guests of honor at the speaker's table were Mr. and Mrs. Elwood Street, Mr. and Mrs. Frederic R. Whippler and Mr. and Mrs. Edward Keating. Mrs. Merritt O. Chance presided.

Mrs. Elwood Street, wife of the director of the community chest, was honor guest and speaker at a meeting of the community chest committee, of which Mrs. Frederic R. Whippler is chairman.

Among the club members listed as speakers in the Community Chest campaign are Judge Mary O'Toole, Mrs. Merritt O. Chance and Mrs. J. Garfield Riley. Club members who compose the team from the club are Mrs. Edgar T. Brown, captain; Mrs. Merritt O. Chance, Mrs. Harvey W. Wiley, Miss V. S. Benjamin, Miss Alice Heaven, Miss Adela Heaven, Mrs. William Lee Corbin, Mrs. William P. Wright, Miss Mildred Omwake, Mrs. George Rutley, Mrs. Frances Williams, Mrs. Estelle Campbell, Miss Mary Gilman, Miss Mathleen White, Mrs. John Harward, Mrs. R. O. Olvaney, Mrs. Mary Golden and Mrs. Frederic R. Whippler. Teams will meet at dinner at the Mayflower tomorrow evening at 6:30 o'clock.

Voteless League.

Mrs. Lyman B. Swormstedt and the entertainment committee are planning the card party to be given February 28 at the Willard. Mrs. Edith Cameron, chairman of the committee of international cooperation to prevent war, presented the toastmistress at a dinner given under the auspices of this committee at the Aster, Chinese-American Restaurant, Friday evening following the close of the conference on the cause and cure of war. Miss Ruth Morgan, national secretary for international cooperation to prevent war, was toastmistress. The speakers were Dr. Esther Caukin, Mrs. James Morrison, of Chicago, and Miss Rosa Manus, of Holland. Members of the nominating committee are Miss Selma Borchard, Miss Bonnie Custerborder, Mrs. Alice Rogers Hager, Mrs. Louis Ottenberg and Mrs. George Ricker.

A meeting of the board of directors will be held in the Chinese room of the Women's City Club Friday.

Petworth Club.

The literature section of the Petworth Woman's Club met last week at the home of Mrs. L. T. Jones, 30 Grant Circle, twelve members attending. The book, "My Studio Window," by Marietta Minnigerode Andrews, was reviewed and extracts read by Mrs. Weihe and Mrs. Griffith Evans. A paper on current events was given by Mrs. Weir.

Mrs. Hudson 512 Allison street, was hostess to the educational section on Monday. Fifteen members were present. The poem, "Ring Out Wild Bells," was read by Mrs. Crum and Mrs.

CONTINUED ON PAGE 11, COLUMN 4.

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READERS' VIEWS ON LIVE TOPICS

President of the American Society of Philosophy Writes On the Views of Scientists in Relation to the Existence of An Intelligent Creator—Says Science is Recognizing There is a World Beyond the Physical.

To the Editor of The Post—Sir: In a paper read before the recent convention of the American Association for the Advancement of Science in New York, and widely published in the daily press, Dr. Harry Elmer Barnes, of Smith College, asserted "science has shown it to be difficult to prove the existence of God and even more a problem to show any solicitude on the part of God for the people who are on earth."

In the light of the declarations of practically every prominent body of scientists assembled in convention expressing belief in the existence of a supreme intelligence, Dr. Barnes can not properly claim to speak for science in making a statement so inconsistent with the views of his fellow scientists. The president of the American association so stated to him in open convention and since then the teachers of science in many of the colleges of the country have expressed themselves similarly.

For 30 years I have followed the proceedings of assemblies of men of science. Seldom has the existence of God been brought into question and when it has, the reasons for denying or questioning that existence have not been held valid. Within the past year the British and French associations for the advancement of science have practically unanimously gone on record to the effect that the evidence of a supreme intelligence were conclusive and science had nothing to controvert these evidences.

Not only have assemblies of scientists placed on record their belief in the existence of God but like belief has been expressed by such men as Darwin, Huxley, Spencer, Newton, Herschell, Tyndall, Bastain, Drummond, Lodge and many others. These often differed with each other on other subjects and some were far from being orthodox in their views of Christianity, but they were united in declaring science can not avoid the conclusion that a great creative intelligence rules the universe.

Sir William Bragg, in his recent speech accepting the presidency of the British Association for the Advancement of Science, urged his fellow scientists to be conservative in making assertions adverse to the accepted views of mankind and drew attention to the large number of theories that had been exploded after science was so sure of them that they were printed in the textbooks and taught the students in the great institutions of learning. In the past twenty years, he declared, eleven major theories, held by men of science, had been abandoned. Continuing, he said:

"When I am asked if science contradicts the Bible I often inquire of my questioner if he means present-day science or that of yesterday, for many of the deductions of science of yesterday are in the discard today and many of the theories of science of today will share the same fate tomorrow."

Is the existence of an intelligent creator a subject so profound and the evidences of such existence of a nature the average man can not comprehend and can conclusions be reached that will be devoid of doubt?

The answer is the evidences are easily understood and are convincing. The process of reasoning is not difficult and is logical. The evidences are of a character that have appealed to all of the tribes of men in all ages. Occasionally travelers have reported they have found in some remote part of earth men who do not worship a Being higher than themselves, but in every instance it has later been found that such tribes believe in a Maker of all they see about them. The lowest mentality has reasoning powers. For instance:

If a savage, for the first time saw a watch, observation of its timekeeping qualities would compel him to believe it a creation of intelligence. Reason would not permit him to believe otherwise. The same reasoning would dominate alike in the minds of the best mentally equipped as well as the untutored. Neither could be induced to believe the intricate piece of mechanism could create itself.

Greater, by far, are the evidences of the existence of God as seen by man in the world all about him. His very body declares by its wonderful and delicate make-up that it is an expression of intelligence. It is noteworthy, and well known, that surgeons are believers in the existence of God. These evidences, that he is the creature of a supreme being, man finds duplicated wherever his investigations lead.

Nor is it good logic to ask the child's question, "If God made all this, who made God?" Inability to solve a problem so profound affecting the existence of a supreme intelligence, should not give rise to doubt as to the existence of that intelligence, when the proofs of existence are so conclusive. The savage could not, within reason declare the watch was not the product of intelligence because he could not understand how that intelligence came to exist.

Dr. Barnes couples his questioning of the existence of God with the assertion that the "problem is equally great to show solicitude of God for man." The same character of evidences that bespeak the existence of God are also an expression of His love for man. One does not have to reflect long, or deeply, to recognize this truth.

There are human experiences, that to the superficial mind may seem to indicate a lack of divine care for those who people the earth, but viewed in the light of the eternal scheme of nature, it is not illogical to conclude man lives under laws made for his best interest and obedience to these laws is rewarded by happiness both here and hereafter. Violations of these laws may be punished, but the law will be found to work for the good of mankind.

As the heat and moisture and light and air all tend to a development of the physical, is it not possible and, is it not probable, there are human experiences, not physical in their nature, that tend to the growth of the spiritual in man? That suffering, happiness or sadness or even sin may not, under God, fit man for a higher existence. I include sin for a hatred of sin is one of the attributes of spirituality. The most undeveloped character is the man or the woman who has not experienced the adversities of life and often these adversities lead man to seek God.

More and more science is recognizing there is a world beyond the physical. It is not a purely material world in which we live. It is more than a universe of atoms and electrons, with the law of cause and effect dominating. Science may, yes probably will, make its next great advance in the realm of the spirit and the unseen. That there are two worlds is becoming more apparent. That which dominates the spiritual world finds it highest expression in the life of Christ. The world has made great progress with the passing of the centuries but it is an impressive record that the teachings of Christ continue to be regarded as perfect; no scoffer at Christianity has dared to suggest the possibility of improving them. Church creeds and ceremonies have changed but the fundamentals of the Christian church are today the same as they were 2,000 years ago. They are as unchangeable as the fact that two and two make four because truth can not change.

Some of the greatest minds in the world of science are believers in Christianity. Prof. Robert A. Millikin, who was the first to isolate the electron, took the trouble to learn the religious views of eminent scientists of this country and found many of these were praying men in the church and found nothing in proved science to destroy their faith. JAMES L. POLK,
President American Society of Philosophy.

Traffic Regulations in Florida Cities Discussed, Where Pedestrians Obey Light Signals—Suspension of Drivers Urged Who Can Not Instantly Tell Right From Left in Street Motoring.

To the Editor of the Post—Sir: In a recent editorial you advocated regulation of pedestrians with a view to speeding up traffic in Washington. On a recent trip through Florida I noticed while walking about the business centers of Miami, Orlando, Jacksonville and other communities where pedestrians are regulated by traffic light signals that no walkers essayed to cross the streets when the lights were against them, although occasionally there were gaps in the traffic processions, or an absence of cars altogether which offered opportunity for a perfectly safe crossing.

There was an agreeable feeling of security crossing the busy streets of those cities, as drivers turning corners where pedestrians were using the crosswalks picked their way cautiously, punctiliously observing the pedestrian's precedence, which was in marked contrast with the practice of some Washington drivers, who ruthlessly drive over crosswalks when pedestrians have the right of way.

However, there was a congestion of sidewalk traffic that did not argue well for the plan, especially in communities that are not so leisurely going as our Southern compatriots. The sidewalk traffic in Florida is not near so much as that of the business centers of Washington, which in all likelihood would become as badly crowded as the streets now are with cars were walkers regulated in their movements.

The gaps in traffic lanes frequently permit of a perfectly safe crossing for pedestrians, although the traffic signals may be against them, and contributes to the relief of sidewalk congestion. Failure of drivers to give pedestrians right of way has so exasperated people who must walk that the regulation of pedestrians does not appear to be a popular proposal and, as has been pointed out frequently, would be difficult to enforce. It takes pedestrians more time to go a distance through the city nowadays because of the necessity of giving way to motor traffic at practically every street intersection, while those who ride can get about more quickly.

The instinct of self-preservation is a factor which develops alertness and care on the part of unregulated pedestrians and perhaps the number of accidents among them is no larger than among regulated walkers who sometimes stand sheepishly at unobstructed street intersections awaiting the traffic signals to change in their favor and who may fail to acquire that self-reliance and common sense that make for safety.

Failure of drivers to universally observe the simple but important regulation of giving the right of way to cars to which it is entitled is responsible for more traffic tangles and delays than are unregulated pedestrians, as may be seen by observing a busy intersection temporarily out of control of an officer or traffic signal light. Possibly the suspension of drivers who can not instantaneously tell right from left until they learn to immediately differentiate "starboard" from "port" would expedite traffic movements.

LEWIS L. YOUNG.

Shopping with Bab

DEAREST GENEVIEVE:

Tomorrow night we will all be decked out in our handsomest disguises, for that is the date for the long-heralded Bal Boheme. Did you ever see anything so stunning as the window displays the various shops around town have had during the past week? An Oriental ball surely allows for all sorts of marvelous effects, and the scene en masse will be extremely brilliant.



By the way, I just happened to think, if you are planning a Valentine party I know where you can get the most unusual ideas in favors and decorations. No charge for the ideas, either.

Some One Called Me On the Phone



—the other day and asked where they might have a luncheon and the privilege of playing bridge afterward. I was so glad to be able to tell them that the Egyptian Tea Room, at 1210 G street, was just the place they were looking for.

This tea room is up one flight of stairs, and has loads of "atmosphere," besides being a dependable place for good food at small prices. You may have luncheon for 60 cents, dinner for 75 cents or $1. At tea-time a fortune teller is present to tell your fortune in tea leaves. This is a popular diversion.

Entertaining at The Burlington



—is always pleasant, whether you have an elaborate party, or just drop in impulsively with one or two friends for luncheon or dinner. I suppose no dining room in town offers a better cuisine than the Burlington Hotel. People who do not live in the hotel are forming the habit of stopping in every so often for some delicacy they have discovered to be just a little more toothsome as prepared by the Burlington's chef than they have found it elsewhere.

The regular seventy-five cent Business Men's lunch is always such a complete and varied menu, with soup and relishes, fish and meats, vegetables, salads and desserts. Needless to say a choice of each.

Club breakfasts are worth finding out about. They range from 50 cents to a dollar in price, with every imaginable combination. Residents of the hotel like having these breakfasts served in their rooms, for a slight additional charge.

Every one speaks of the excellent service, and the willing helpful attitude of all the attendants in the hotel. They seem happy and satisfied and interested in what they are doing, which is after all the secret of service.

Some Time Next Week



—there is to be a dinner dance at the Canterbury Bell Dinner Club, given after the regular dinner hour. It is a private party, of course. I thought you would be glad to know that it is possible for you to entertain here in this way.

The Canterbury Bell Dinner Club is in Alban Towers, 3700 Massachusetts avenue. It has been open only a short time. You will think when you see it that you have not found a place in Washington or anywhere which is so beautifully appointed, and which serves such delicious menus at a moderate price. Dinners are $1.25, $1.50 and $2. The hours are from 8:30 to 8:30. Telephone Cleveland 6400.

For Prematurely Gray Hair



—Margaret Scheetze has a light-ray treatment which restores whatever is lacking to cause this condition. Women who do not like to be gray before their time, and men, too, find great comfort and satisfaction in taking this treatment.

For people who feel the need for stimulating the growth of their hair, nothing surpasses the ultra-violet ray method of treatment. So many people have been made happy by coming to Margaret Scheetze and having their hair restored in this way. Margaret E. Scheetze, 1148 Connecticut avenue, has been in business for 26 years in Washington, and so has a following all over the country.

Becker's Always Have Quantities



—of interesting things to see and buy. Their spectacular sale, which has been going on for some time, is ended. But prices are so fair that even if you have been disappointed in not managing to get down to take advantage of the sale, you will still be glad for the opportunity to buy at any price.

It is all I can do to leave the exhibits of luggage, no matter how many times a day I go in. The fitted cases in ecrase leather in pastel colors fitted in enamel toilet articles to match will always be my ambition.

Beckers Leather Store is at 1314 F street.

Affectionately,

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UNDERWOOD & UNDERWOOD

Mlle Jeanne Cretziano daughter of the Minister from Roumania

UNDERWOOD
UNDERWOOD

Mrs Edward R. Eberle wife of Lieut. Comdr. Eberle

UNDERWOOD & UNDERWOOD

By CHRISTINE Q. OWEN.

THE two outstanding social events of last week were the dinner on Tuesday night for the President and Mrs. Coolidge given by the Secretary of the Navy and Mrs. Curtis D. Wilbur and the Army and Navy reception at the White House on Thursday night.

This reception, the last official entertainment of the season at the Executive Mansion, is always very largely attended and, of course, this year invitations for it were more eagerly sought after than usual, as it was the last one of the administration. Not only the members of both services living in Washington were there, but also the families of Army, Navy and Marine officers who are stationed near the Capital. There were many young people present, some of whom had not before had an opportunity of meeting the President and Mrs. Coolidge, so Thursday night will be a memorable one for them.

There have been several guests at the White House during the last week, and also some of the members of the Cabinet have had visitors in their homes. With the President and Mrs. Coolidge were Mr. and Mrs. Frank W. Stearns, of Boston; former Senator and Mrs. William M. Butler, of Massachusetts; Miss Laura Skinner and Mr. Herman Goldman, both from New York.

The Secretary of State and Mrs. Kellogg had stopping with them Mrs. Kellogg's niece, Mrs. Robert Dean Clark, of St. Paul, Minn., who returned to her home early in the week.

The Attorney General and Mrs. John G. Sargent have with them Mrs. Allan M. Fletcher, jr., who is from their home at Ludlow, Vt. The Secretary of the Navy and Mrs. Curtis D. Wilbur had as their guests Mr. and Mrs. Frederick M. Paist, of Wayne, Pa. Mr. and Mrs. Paist attended the dinner which Secretary and Mrs. Wilbur gave for the President and Mrs. Coolidge Tuesday night.

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SEVERAL more changes are being made in the Japanese Embassy and a number of entertainments have been given lately for the retiring Counselor, Mr. Setsuzo Sawada, and Mrs. Sawada. On Tuesday the Ambassador of Japan and Mrs. Debuchi entertained at luncheon in their honor. The following day Ambassador and Mrs. Debuchi went to New York to be guests at a banquet given by the Japan Society of Boston. On Wednesday the Counselor of the Embassy and Mrs. Sawada were given a dinner by Mr. Walter Scott Penfield at the Willard Hotel.

The Third Secretary of the Japanese Embassy, Mr. Ken Tsurumi, and Mrs. Tsurumi are also leaving Washington soon, after having been here for two years.

Two of the attaches of the Cuban Embassy have lately returned from a visit to their country. The Commercial Attache, Senor Don Luis Marino Perez, came back several days ago, accompanied by Senora de Perez.

Senor don Cayetano de Quesada, who has been in Cuba for several months in charge of the Spanish War Veterans convention at Havana, returned on Tuesday.

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THIS season seems a popular one for engagements and weddings, which are always of great interest to society. A number of brides-to-be have already chosen their wedding dates. Some of them are to be married next month and others in the spring.

The last Washington bride was the former Miss Eleanor Parrish Snyder, daughter of Dr. and Mrs. Arthur A. Snyder, who was married last evening at 8 o'clock to Mr. Beverley Mosby Coleman. The ceremony took place at Christ Church in Georgetown, and was followed by a reception at the Mayflower.

Dr. Snyder's family lived for many years in Georgetown and attend Christ Church, so there was a special interest in having it there. It was filled to capacity with friends from Washington and Georgetown and many out-of-town guests.

Miss Eleanor Snyder, who is the middle one of Dr. and Mrs. Snyder's three daughters, first went to the Misses Eastman School and later graduated from Foxcroft. Like all of her family, she is a good rider and is one of the most enthusiastic horsewomen in Washington. Since making her debut she has divided her time between this favorite sport, society and working for the Junior League.

One is apt to meet several members of the Snyder family on the bridle paths of Rock Creek Park on fine days. Dr. Snyder has always been a keen rider and Mrs. Snyder has been an ardent horsewoman ever since she came to Washington to live as Miss Katherine Parrish.

Mr. Coleman graduated from the United States Naval Academy in 1922 and later attended Harvard Law School. He is now practicing law here and he and his bride will live here. Mr. Coleman is a grandson of Col. John Mosby, of Civil War fame.

Mrs. Frank West and her daughter, Miss Winifred West, who was one of Miss Snyder's bridesmaids, entertained at dinner Friday evening for the bridal party after the rehearsal of the wedding.

THE next Washington bride, Miss Margaret Victoria Moreno, daughter of Lieut. Col. and Mrs. Aristides, whose marriage to Mr. William Pearsol Cochran, jr., will take place Wednesday, will go to a distant country after her wedding. Mr. Cochran, who is the son of Mr. and Mrs. William Pearsol Cochran, of Wayne, Pa., graduated from the United States Naval Academy in 1924 and resigned from the Navy in 1926, when he entered the foreign service. He has lately been on duty here in the State Department, but has been transferred to Auckland, New Zealand, for which place he and his bride will sail shortly.

Miss Moreno finished her education in Paris last year, so is still very young. During the last year she has been much interested in the Junior League. The wedding will be a small one, with only the immediate families for the ceremony at 4:30 o'clock. A few intimate friends have been invited to a reception afterward.

Their wedding trip will be an unusual one and full of interest. They are to go first to the Pacific Coast, sailing from Vancouver on February 6. On the way to New Zealand they will stop at Honolulu, Samoa and the Fiji Islands.

The first of the February brides will be Miss Janet Newbold, daughter of Mr. and Mrs. Fleming Newbold, whose marriage to Mr. Allan A. Ryan, jr., will be solemnized on February 5 at St. Matthew's Church, at 4 o'clock. There will be a reception at the home of the bride, which will doubtless be attended by many out-of-town guests, especially from New York, where Mr. Ryan lives.

Miss Nancy Newbold, sister of the bride, who will be the maid of honor, has not yet made her debut, but is to be among next season's debutantes.

Three of the bridesmaids are Washington girls: Countess Cornelia Szechenyi, daughter of the Minister of Hungary and Countess Szechenyi; Miss Alice Davis, daughter of the Secretary of War and Mrs. Dwight F. Davis, and Miss Katharine E. Wilkins, daughter of Mr. and Mrs. John F. Wilkins. The other bridesmaid will be Miss Jean Cochran, of New York, daughter of Princess Chlodwig Hohenlohe Schillingsfurst. All of the ushers are from New York.

Mr. and Mrs. James F. Curtis will entertain at dinner the night before the wedding in honor of Miss Newbold and Mr. Ryan, when the guests will be the members of the bridal party. Mr. Cleveland Perkins will give them a luncheon on the day of the wedding.

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THE same week, on Saturday, February 9, there will be another interesting wedding, when Miss Virginia Mason, daughter of Mrs. Charles Field Mason and the late Brig. Gen. Mason, will be married to Dr. Montgomery Blair, son of Mr. and Mrs. Montgomery Blair, whose family has been identified with Washington for many years.

Miss Mason's father was in the medical corps of that service. He served in Panama, where for several years he was at the head of the Army Hospital and was later in command of Walter Reed Hospital. While on this duty he planned for the enlargement of that hospital shortly before the World War. He died during the war, after having been chief sanitarian of the A. E. F.

Dr. Blair is at present resident physician at the Children's Hospital in Boston, where he went after graduating from the Harvard Medical School.

The marriage of Miss Mason and Dr. Blair will take place at the home of Mr. and Mrs. James F. Curtis. Miss Mason is a cousin of Mrs. Curtis.

The next February wedding will be another one of unusual interest, as the bride-to-be, Miss Elizabeth M. D. Robinson, is the daughter of the Assistant Secretary of the Navy and Mrs. Theodore Douglas Robinson, and the bridegroom, Mr. Jacques Blaise de Sibour, the son of Viscount and Viscountess Jules Henri de Sibour, and has lived in Washington all his life.

Miss Robinson has chosen Saturday, February 16, for her wedding day, and the marriage will take place at her home, 1612 R street, at 4 o'clock.

Miss Robinson made her debut last winter, after having attended the Brearley School in New York and Miss Walker's School in Simsbury, Conn. Her engagement to Mr. de Sibour was announced the middle of November, and the wedding date was announced two months later.

This wedding will be one of the last social

Society

events of this Cabinet, and will doubtless be a brilliant one. Most of the attendants are from out of town, except the maid of honor, who will be Miss Helen Douglas Robinson, sister of the bride.

Tomorrow night the Bal Boheme of the Arts Club will be held at the Willard Hotel, and in addition to the many Washingtonians who are to attend, a number of artists and guests from out of town are coming for the event.

Some of the boxholders will entertain members of the Diplomatic Corps and their boxes will be decorated with the national emblems of foreign countries, adding an international touch to the scene. Another ball of this kind took place in New York last Friday night, the Beaux Arts Ball, which is always one of the most brilliant of the season in that city.

The next ball will be the annual one of the Department of the District of Columbia, of the American Legion, which also will be held at the Willard Hotel on Wednesday night. With Congress in session, many senators and representatives are expected to attend, as a number of them are veterans of the World War.

President and Mrs. Coolidge and Vice President and Mrs Dawes head the patron and patroness committee this year. Among the boxholders are the Secretary of the Treasury, Mr. Andrew W. Mellon; Senator Hiram Bingham, Senator Arthur Capper, Senator George McLean, the Undersecretary of the Treasury, Mr. Ogden L. Mills; National Commander Paul V. McNutt and Mrs. McNutt, and many others.

The ballrooms will be decorated with the colors of the various posts of this department of the legion. Two orchestras will furnish music from 9:30 until 1 o'clock.

The President and Mrs. Coolidge are the guests in whose honor the Secretary of the Interior, Mr. Roy O. West, will entertain at dinner Tuesday.

The British Ambassador and Lady Isabella Howard will be the guests of honor at a dinner to be given by the Minister of Norway and Mme. Bachke on Tuesday at the Mayflower.

The British Ambassador and Lady Isabella Howard will entertain at dinner on February 19.

The French Ambassador, M. Paul Claudel, will go to New York today to join Mme. Claudel and Mlle. Reine Claudel, who went yesterday. They will return early this week.

The German Ambassador and Frau von Prittwitz und Gaffron will return from Chicago this evening after passing several days there. The British Ambassador and Lady Isabella Howard are the guests in whose honor the German Ambassador and Frau von Prittwitz und Gaffron will entertain at dinner tomorrow.

The Japanese Ambassador and Mme. Debuchi will entertain at luncheon Tuesday in honor of the Chief Justice and Mrs. William Howard Taft.

The Japanese Ambassador and Mme. Debuchi returned to Washington yesterday from Boston, where they passed several days.

Ambassador Morrow At the Mayflower.

The United States Ambassador to Mexico, Mr. Dwight W. Morrow, passed yesterday in Washington at the Mayflower.

Mrs. William Howard Taft, wife of the Chief Justice, was the guest in whose honor Baroness von Below entertained at luncheon yesterday. The guests were Mrs. James J. Davis, wife of the Secretary of Labor; Mrs. John B. Henderson, Mrs. Edward E. Cahn, Mme. Klep, wife of the Counselor of the German Embassy; Mme. Bedoya, wife of the first Secretary of the Peruvian Embassy; Mrs. Eldridge Moore, Mrs. Walter Tuckerman, Mrs. George C. Thorpe, Mrs. Thomas Phillips, Mme. Pelenyi, wife of the Counselor of the Hungarian Legation, and Mrs. William Fitch Kelley.

Justice and Mrs. Edward Terry Sanford will be the guests in whose honor Mrs. Jacob Leander Loose will entertain at dinner on Saturday at the Mayflower.

The Minister of Hungary and Countess Szechenyi entertained at dinner last evening. Additional guests were invited for dancing.

Mme. Sze, wife of the Minister of China, and Mrs. Key Pittman, wife of Senator Pittman, were the ranking guests at the luncheon given yesterday by Mrs. Charles B McVay, jr., wife of Rear Admiral McVay, in honor of Mrs. Thomas Creighton.

Mme. Sze will be the guest of honor at the luncheon given by Mrs. Francis Martin Savage, on Friday.

The Minister of Greece and Mme Simopoulos will entertain at dinner Thursday.

Senora de Diez de Medina, wife of the Minister of Bolivia, has returned to Washington after passing several days in New York.

The Minister of the Nationalist Party of China and Mme Wu entertained at the supper dance last evening at the Wardman Park Hotel.

The Secretary of the Navy and Mrs. Curtis D. Wilbur were the guests in whose honor Rear Admiral and Mrs. Harry E. Yarnell entertained at dinner last evening.

Admiral and Mrs. Yarnell will entertain at dinner again on Wednesday, February 6.



Harris & Ewing.

MRS. FREDERICK BROOKE,
who is active in the community chest campaign, which gets formally under way tomorrow.

Mrs. Harry S. New, wife of the Postmaster General, will be at home Wednesday afternoon from 3 until 5 o'clock. This will be the last time that Mrs. New will receive this season.

The Secretary of Labor, Mr. James J. Davis, who has attended the conference of the Loyal Order of Moose in Jacksonville, Fla., will return tomorrow.

Crails Will Entertain Vice President-Elect.

The Vice President-elect, Senator Charles Curtis, and Mr. and Mrs. Edward Everett Cahn will be the guests in whose honor Representative and Mrs. Joe Crail, of California, will entertain at dinner on Wednesday at the Mayflower.

Senator Curtis has as his guest at the Mayflower his daughter, Mrs. Webster Knight 2d, of Providence, R. I.

Senorita Maria Padilla, daughter of the Spanish Ambassador and Senora de Padilla, will leave Tuesday to visit in New York. She will return the following week.

Senator and Mrs. John B. Kendrick have as their guests Capt. and Mrs. S. Calvin Cumming and their small son. Mrs. Cumming was formerly Miss Eula Williams, a niece of Mrs. Kendrick. Capt. Cumming is a nephew of the Surgeon General and Mrs. Hugh S. Cumming.

Mrs. Francis C. Williams, of Sheridan, Wyo., sister of Mrs. Kendrick, is also a guest of Senator and Mrs. Kendrick.

Representative and Mrs. Sol Bloom will entertain at dinner this evening in honor of the retiring Counselor of the Japanese Embassy and Mme. Sawada.

Mrs. George R. Stobbs, wife of Representative Stobbs, was a luncheon hostess yesterday at the Mayflower, having twelve in her party.

Maj. Victoriano Casajus, Military Attache of the Spanish Embassy, was the ranking guest at the dinner given last night at the Washington Club by Mr. and Mrs. Arthur Stanley Riggs. Among the others were Dr. and Mrs Wallace Radcliffe, Mr. and Mrs. Alexander Blair Thaw, Dr. and Mrs. David Allan Robertson, Mr. and Mrs. Arthur Lyman Williston of Boston; Mrs. Gertrude Rohrer, the Pittsburgh composer; Mrs. Cary Randolph, Miss Charlotte Campbell, Dr. William Jennings Price and Mr. Eben Comins.

The Naval Attache of the French Embassy and Mme. Sable sailed yesterday from New York on the Caronia for Havana, where they will meet the French training ship, Edgar Quinet, which is due in Cuba Tuesday. Commander and Mme. Sable will return to Washington about February 10.

Lieut. Col. Angel M. Zulosga, Military Attache of the Argentine Embassy, and Senora de Zulosga, entertained at dinner last evening at the Mayflower. Their guests were Brig. Gen. Raymond Casanave, Military Attache of the French Embassy; Capt. Enrique A. Prieto, Military Attache of the Cuban Embassy, and Senora de Prieto; Mr. and Mrs. Joseph J. Moebs, Mr. and Mrs. L. E. Schreiner and Col. R. H. Williams.

The Commercial Counselor of the Polish Legation, Mr. Witold Wankowicz, will sail for Poland Friday, on the Aquitania to pass a short time in Poland.

Counselor Will Give Dinner Dance Tonight.

The Counselor of the Netherlands Legation, Mr. L. G. van Hoorn, will entertain at a dinner dance this evening at his home in the Studio Apartments.

The Commercial Secretary of the British Embassy and Mrs. Leander McCormick will entertain at a dinner and theater party on Tuesday.

The Undersecretary of the Treasury, Mr. Ogden L. Mills, is passing the week-end in New York.

Mrs. Seymour Lowman, wife of the Assistant Secretary of the Treasury, will receive Tuesday afternoon, from 4:30 to 6:30, at her home, 2400 Sixteenth street.

The Assistant Attorney General and Mrs. George R. Farnum have had as their guest for a week in their apartment in the Wardman Park Hotel, Miss Helen Maguire, who will return to her home in Melrose, Mass., this evening.

Blands Give Dinner To Secretary Sanders.

Judge and Mrs. Oscar E. Bland entertained at dinner last evening at the Congressional Country Club in honor of the Secretary to the President and Mrs. Everett Sanders. The other guests were Judge and Mrs. Charles S. Hatfield, Representative and Mrs. L. C. Dyer, Representative and Mrs. A. H. Vestal, Representative and Mrs. Fred S. Purnell, Representative and Mrs. Richard N. Elliott, Representative and Mrs. Lindley H. Hadley, Representative and Mrs. Noble Johnson, Representative and Mrs. Clarence L. Lea, Mr. and Mrs. Frank Mondell, Judge and Mrs. Rush Holland, Mr. and Mrs. Peter A. Drury, Mr. and Mrs. William Rodenberg, the Assistant Attorney General and Mrs. Oscar R. Luhring, Dr. and Mrs. Howard Strine, Mr. Thomas Littlepage, Mr. and Mrs. Charles G. Guth, of Baltimore; Mr. and Mrs. Thomas R. Shipp, Mr. and Mrs. Henry J. Staley, Mr. and Mrs. B. H. Gruver, Mr. and Mrs. Willard L. Hart, Miss Elizabeth Quilligan and Mr. and Mrs. Sydney Anderson.

Mrs. Everett Sanders, wife of the secretary to the President, will be at home on Wednesday from 4 to 7 o'clock in the Chinese Room of the Mayflower for the only time this season.

Mr. and Mrs. Gist Blair will entertain at dinner Friday in honor of Baroness de Cartier.

The Baroness de Cartier is the guest in whose honor Mr. and Mrs. Woodbury Blair will entertain at dinner tonight.

Countess Scherr-Thoss was the guest in whose honor Mr. and Mrs. Glenn M. Stewart entertained at dinner Thursday at the Marguery, New York.

Mr. and Mrs. Charles Howard LeFevre announce the engagement of their daughter, Miss Hester Ann LeFevre, to Mr. Gordon Lindsay Luke, son of Mr. and Mrs. Adam Keith Luke, of Irvington-on-the-Hudson, N. Y. No date has been set for the wedding.

Mrs. Frank Barrows Freyer will be at home this afternoon from 4 until 6 o'clock at her home on Massachusetts avenue.

Miss Katherine Amory will accompany Mrs. Elliott Strauss and Mlle. Helene Heilmann to Panama on Thursday.

Mrs. Howard Sutherland, wife of the Alien Property Custodian, will go to New York tomorrow to be with her son-in-law and daughter, Mr. and Mrs. Wallis Bleecker Dunckel, at the Weytorney General and Mrs. John Marshall, the Assistant Postmaster General and Mrs. W. Irving Glover, Col and Mrs. Francis Hopkins, Govener Leslie M. Shaw, Mrs. Horace G. Macfarland, Miss Flora Wilson, Maj. John W. Loveland and Mr. and Mrs. William G. Wheeler.

Mrs. Lawrence Townsend will entertain at luncheon on Wednesday at the Mayflower in honor of Miss Beatrice Harrison and Mr. Harold Bauer, the artists at the "Musicale Morning" concert to be given that morning.

Miss Snyder Bride Of Mr. Coleman.

The wedding of Miss Eleanor Parrish Snyder, daughter of Dr. and Mrs. Arthus A. Snyder, to Mr. Beverly Mosby Coleman, took place last evening at 8 o'clock in Christ Church, Georgetown.



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whose engagement is announced today to Mr. Gordon Lindsay Luke.

The bride was given in marriage by her father, and wore a gown of old lace and tulle with a veil of tulle held in place by a cap of rose point lace. She carried the prayer book which her mother had carried at her wedding, arranged with a shower of lilies of the valley.

Miss Katherine Snyder, sister of the bride, was the maid of honor, and the bridesmaids were Miss Mary Bradley, Miss Sophie Snyder, Miss Pauline Coleman, Miss Winifred West, and Miss Dorothy Richards, all of whom wore frocks of peach-colored moire fashioned with long, tight bodices and full uneven skirts. They wore small brown felt hats and carried arm bouquets of peach-colored roses.

The best man was Mr. Joseph Hamilton, of Charlotte, N. C., and the ushers were Mr. Frederick Lee, Mr. Edward Graham, Mr. Oliver Walker, Mr. John Parker, Mr. Paul Prissell and Mr. Volmey Chase.

The wedding was followed by a small reception at the Mayflower, after which Mr. and Mrs. Coleman started on their wedding trip.

They will make their home in Washington at 1835 Phelps place.

Mr. and Mrs. Allen Rushton are receiving congratulations on the birth of a son, Allen Douglass Rushton, on Friday in Birmingham, Ala. Mrs. Rushton was formerly Miss Adelaide Douglass, daughter of Mrs. David Hunt Blair, wife of the Commissioner of Internal Revenue, and made her home with her mother at the Wardman Park Hotel.

Col. and Mrs. Guy B. Henry entertained at luncheon at Fort Myer Friday preceding the exhibition ride. The guests were Maj. Gen and Mrs. Frederick W. Sladen, Col. and Mrs. Thomas R. Darrah, Col. Julius Conrad, Mr. James Williams, Mrs. John McLane, Lieut. R. B. Bosserman, Lieut. Joseph Cranston and Mrs. Elizabeth Sladen.

Maj. and Mrs. W. G. Trunks have with them their daughter, Mrs. Tuzo, wife of Lieut. Paul B. Tuzo, jr., U. S. A., and her infant son. Lieut. Tuzo is stationed at Pensacola, Fla.

Mr. and Mrs. John Russell Yates have as their guests at their home on Shepherd street Miss Mary Wetzel and Miss Elizabeth Wetzel, of Carlisle, Pa.

Mrs. C. F. Getsinger entertained at a bridge-luncheon yesterday at the Kenwood Golf and Country Club. Among her guests were Mrs. Eli Smith, Mrs. W. W. Sloane, Mrs. Agnes Geyer, Mrs. Neale, Mrs. Garnett Loeffler, Mrs. Philip Terrell, Mrs. Arthur Crawford, Mrs. Millard Black, Miss Jess Black, Mrs. Jack Kerr, Mrs. W. H. Morey, Mrs. Clarence Wright, Mrs. Copeland Jones, Mrs. Harry Hartmann, Mrs. H. R. Seidermann, Miss Helen Stout, Mrs. Warren McLaine and Mrs. G. H. Fonken.

Miss Leila May Taylor was the guest of honor at a Wednesday evening musicale given by Miss Edna J. Roberts at 1380 Columbia road. Among those present were Miss Leila Alpaugh, of New Jersey; Mrs. Harriett Williams, of New York; Mrs. Ronald Briggs, of Boston; Mrs. H. West and Hope Panteli, of Vienna, Austria; Miss Fraude Manning and Mrs. E. M. B. Thompson, of Alabama.

Capt. A. Lopez entertained at dinner last evening at the Wardman Park Hotel, until Friday, when they will sail for Paris to make their home for several years. Mr. and Mrs. Stanley Harris will accompany Mrs. Sutherland, and Mr. Sutherland will leave later in the week.

Mrs. Dunckel returned to New York last week after a fortnight's visit with her family.

Miss Katherine Sutherland, who has passed a few weeks here with her parents, has returned to New York for the remainder of the winter.

Mrs. Bernard B. Jones will entertain at luncheon on Tuesday in honor of Mrs. Woodrow Wilson.

Mrs. Erskine Gwynne, who will sail from New York for Paris next week, was the guest of Mrs. George T. Marye at luncheon yesterday at the Mayflower. Mrs. Marye's other guests were Mrs. Emory Sands, Mrs. Kenneth Gilpin, Mrs. L. Rutherford Stuyvesant, Miss Helen Patten, Miss Flora Doyle and Miss Eppes Hawes.

Mr. and Mrs. Charles J. Williamson entertained at dinner last evening at the Wardman Park Hotel, when their guests were Baron and Baroness von Below, Baroness von Rosenberg-Drier, Baron von Rosenberg, Judge and Mrs. Ernest Van Fossan, the Assistant Attorney General and Mrs. Oscar R. Luhring, Dr. and Mrs. Howard Strine, Mr. Thomas Littlepage, Mr. and Mrs. Charles G. Guth, of Baltimore; Mr. and Mrs. Thomas R. Shipp, Mr. and Mrs. Henry J. Staley, Mr. and Mrs. B. H. Gruver, Mr. and Mrs. Willard L. Hart, Miss Elizabeth Quilligan and Mr. and Mrs. Sydney Anderson.

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Mrs. Russell Snow Hitchcock and little daughters, who have been visiting Mrs. Hitchcock's mother, Mrs. Albert Morgan Gilbert, have returned to their home in Norfolk, Va.

Commander and Mrs. W. C. Horton entertained a party of ten last evening at the supper dance at the Wardman Park Hotel.

The Commissioner of Immigration and Mrs. Harry E. Hull have returned to their apartment in the Wardman Park Hotel after passing a few days with Maj. and Mrs. P. A. Hammond, who entertained a house party in their quarters at the Army War College.

Dinner Dance Given By Mrs. Elise Church.

Mrs. Elise Church entertained at a dinner dance last evening at her apartment in Cathedral Mansions for her daughter, Mrs. Harold Rayner, of Fort Riley, Kans. The guests were Mr. and Mrs. Howard Chandler Christy, Lieut. Col. and Mrs. John Herr, Maj. and Mrs.

WASHINGTON PARIS

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COMMENCING TOMORROW
THROUGHOUT THIS ENTIRE STORE

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WE look forward to the greatest sale business we have ever had during this week.

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Women's and Misses'
CLOTH COATS FUR COATS
DRESSES
For Sports, Street Afternoon and Evening Wear
MILLINERY UNDERWEAR
Infants', Girls' and Small Boys'
APPAREL

F STREET CORNER OF 13TH

The Women's Shop of
Raleigh Haberdasher
1310 F Street

First Glimpse of
THE NEW MODES IN
PAULINA FROCKS
$39.75

ADVANCE spring types—the ultra-smart ensembles as well as one-piece effects. Colorful American prints, the new checks, as well as plain crepes—in soft, rich shades, including the highly popular Carmencita Red.

NEW RA LEIGH TOPCOATS

The smart ombre, as well as plain tweeds, in the jaunty styles for which Ra Leigh Coats are famous. Among the fur trimmings are peach wolf, krimmer and other ultra-smart skins. $69.75 and $79.75.

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2000 S Street
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KARL ANDERSON
DECORATIVE PANELS
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Jan. 28th to Feb. 1st

IT'S SURPRISING HOW MANY TYPES OF SHOES IN THIS SALE ARE REPORTED AS . . . . . SPRING FASHIONS!





TWICE YEARLY
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OF ARTCRAFT FOOTWEAR
9.85 AND 11.85
FORMERLY 27.50 TO 14.50
ARTCRAFT
FOOTWEAR---1311 F STREET

Stetson Shoe Shop of the Raleigh Haberdasher

REDUCED!
Stetson Shoes
For Women



Three Semi-Annual Sale Groups

$9.75
$11.75 $12.75

Dress, street and sports styles, in Patent, Calfskin, Lizard, Suede and Kid. Pumps, Strap Pumps and Oxfords. Sizes 4 to 9, widths AAA to D.

No Refunds—No Exchanges

Raleigh Haberdasher
1310 F Street

Final Reductions



$6.75

Shoes Reguarly Priced $10 to $18.50

About 300 pairs that must be closed out at once to make room for new Spring styles.
These shoes are all from our regular stock and represent the greatest values we have ever offered.

More Complete Lines, now
$8.85 and $11.85

All Sales Final

W. B. Moses & Sons
Public Confidence Since 1861
F Street at Eleventh Main 3770

Rizik
Brothers

WE wish to express our appreciation to the Washington public for their many expressions of solicitude and interest during our recent emergency when the fire in Dulin & Martin's store caused our establishment to be water damaged and necessitated our being closed since January 12th. We

REOPENED
Friday, January 25th, with a
Sale of
Coats Dresses
Ensembles
This sale continues until all apparel is disposed of
All sales final
TWELVE THIRTEEN F

SOCIETY

Berkeley T. Merchant, Maj. and Mrs. Richard Newman, Maj. and Mrs. Thomas Clark, Maj. and Mrs. Willis Crittenberger, Lieut. Comdr. and Mrs. P. Webb Lieut. Comdr. and Mrs. Jesse Kenworthy, Lieut. Comdr. and Mrs. Robert Walker, Lieut. Comdr. and Mrs. Allen Price, Capt. and Mrs. Julienne Brown, Mr. and Mrs. A. M. Nevius, Mr. and Mrs. Roland Waddell, Miss Marian Skerten, of Philadelphia; Miss Mary Veeder, of Warrenton, Va.; Miss Helen Herr, Miss Fannie Herr, Mrs. Marietta Montgomery, Mrs. Fred Hamilton, Miss Loretta Brunner, Commander P. P. Powell, Maj. Raymond E. McQuillan, Lieut. Comdr. Lyman Swenson, Lieut. Comdr. Ingols Kiland, Lieut. Comdr. Gilbert Hoover, Mr. Louis Jefferies, Mr Beal Griffith, Lieut. J. Gladstone Erskine, Lieut. Raymond Wofford, Lieut. Hugh Waddill, Lieut. Myron Baber, Lieut. George Calnan, Mr. Ankor K. Bojsen and Mr. Thomas Halloran.

Mrs. J. D. Warfield, of Memphis, Tenn., is at the Hay-Adams House.

Mrs. Paul Strong Achilles, of New York City, is a guest of Mrs. Henry Alvah Strong at the Hay-Adams House.

Mrs. William Wheatley will be at home Saturday afternoon informally after 4 o'clock. She will have with her Mrs. Robison Downey, of Waynesburg, Pa., and Mrs. Clarence M. Busch, of Miami, Fla.

Capt. and Mrs. John David Robnett announce the engagement of their daughter, Miss Margery Robnett, to Lieut. Alfred Reed Pefley, U. S. Marine Corps, son of Mrs. A. R. Pefley, of Kansas City, Mo.

Miss Robnett, who at present is a student at the New England Conservatory of Music in Boston, is a graduate of Miss Agnes Irwin School of Philadelphia. Lieut. Pefley is a graduate of the United States Naval Academy, class of 1925.

The wedding will take place in the early spring.

Lieut. Comdr. and Mrs. Thomas Ross Cooley and Lieut. and Mrs. Harry Keith, of Annapolis, Md., were in Washington last week to atend the dinner given by Mrs. M. de Clare Berry in honor of the Secretary of the Navy and Mrs. Curtis D. Wilbur.

On Thursday Dr. and Mrs. Silvanus B. Newton, of Palm Beach, Fla., entertained in their Palm Beach home at an informal breakfast in honor of the christening of their son, Vane McCue Newton. Mrs. Charles N. Harris, of Huntington, Long Island, and Dr. Charles H. Schoff, of Media, Pa., acted as sponsors. The ceremony was performed in the house by Rev. Father Dougherty, of St. Edward's Church.

Mrs. John B. Piet and her daughter, Miss Georgia M. Piet, were joint hostesses at a dinner dance given last evening at the Mayflower, having as their guests Miss Elizabeth Mills, Miss Cora Louise Blount, of Florida; Miss Ana Teresa Grisanti, Miss Elizabeth Abigail Ransley, Miss Mary Ella Callahan, Miss Helen Dapray and Miss Jessie Davis; also Dr. Mikas Bagdonas, Secretary of the Legation of Lithuania; Mr. C. H. M. McPherson, Capt. Herbert O. Partridge, Dr. Eugene Jarboe, Mr. Hussein Poda, Mr. William Davis, Mr. George Berbson, Mr. William Harrigan and Mr. Otto Saur.

Bridge Party Given By Mrs. Woodson.

Mrs. Eugene R. Woodson entertained at a bridge luncheon yesterday afternoon at the Columbia Country Club. Her guests were Mrs. Louis Turner, Mrs. Clyde B. Aitchison, Miss Edna Patton, Mrs. Harry Terry, Mrs. Georgia Knox Berry, Mrs. Edgar Copeland, Mrs. Cylde Asher, Mrs. Ernest Daniel, Mrs. Rush Blodgett Lincoln, Mrs. Carlton Edward Moran, Mrs. Louis Laudick, Mrs. Millard West, Mrs. John Niepold, Mrs. Claude Kendall, Mrs. William Radcliffe and Mrs. Martin Rittenhouse.

Mr. and Mrs. Houghton P. Metcalf, of Providence, R. I., are at the Carlton.

Mr. and Mrs. S. W. Goulden, of New York City, are also at the Carlton.

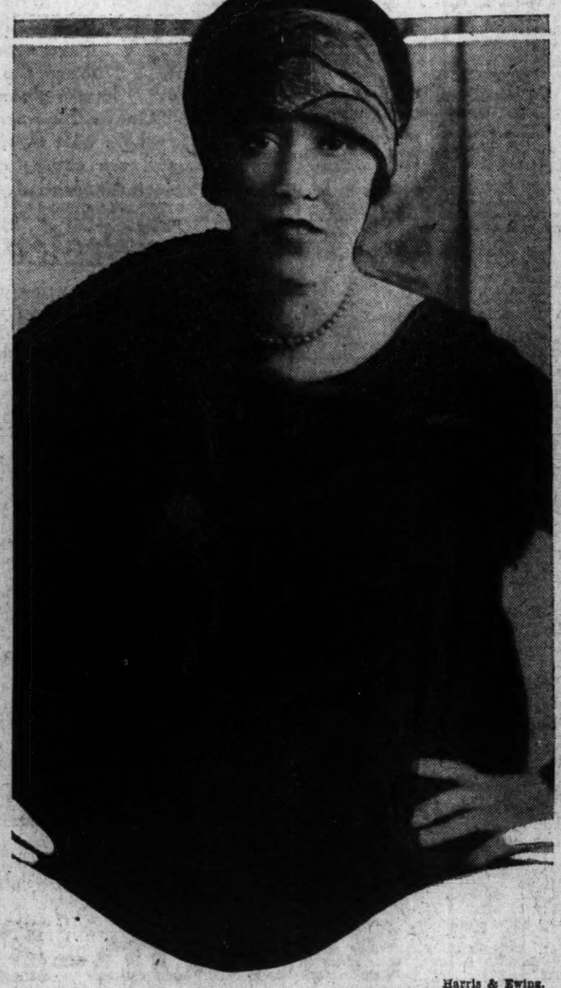
Col. and Mrs. Frederick W. Coleman will entertain at dinner this evening.

Mrs. Thomas Price Littlepage sailed Tuesday for Panama, accompanied by her daughter, Mrs. William B. Fletcher, jr., whom she will visit on the submarine base, Covo Sola, where Lieut. Fletcher is stationed.

Mrs. Coolidge heads the list of patronesses for the "Tableaux of Nations" to be given under the auspices of the Colonial Dames on February 6, at the home of Mr. and Mrs. Demarest Lloyd. The ladies of the Diplomatic Corps and of the Cabinet will also act as patronesses.

The National American War Mothers, of which Mrs. Thomas Spence, of Milwaukee, Wis., is national president, also will entertain the delegates at a tea at the Hamilton Hotel, 4 to 6 o'clock Tuesday afternoon.

Mrs. Julius Y. Talmadge, of Athens, Ga., vice president general of the D. A. R. and candidate for president general in the April elections, will arrive in Washington tomorrow to attend the three-day convention of the Women's Patriotic Conference. She will also be present at the meetings of the national board of the D. A. R. Mrs. Talmadge has missed only 1 out of 25 meetings of the board.



Harris & Ewing.

MISS ELIZABETH RANSLEY,
who will serve on the committee for the lectures of Dr. Louis Anspacher, to be given at the Willard Hotel Wednesday mornings during Lent.

Mrs. Albert Morgan Gilbert is in New York to attend the annual dinner of the Poetry Society of America, of which she is a member.

Luncheon Compliments Mrs. John W. Poole.

Mrs. Walter W. Wyatt entertained at a luncheon last Thursday at the New Willard in compliment to Mrs. John W. Poole, wife of the newly appointed Comptroller of the Currency. Among the guests were Mrs. Herbert Votaw and Mrs. Roy Young.

Among the congressional women who will attend the book review Thursday will be Mrs. William J. Harris, Mrs. Walter F. George, Mrs. John F. Shafroth, Mrs. William C Wright, Mrs Lindley Hadley, Mrs John N. Sandelin and Mrs. Eugene Cox.

Mrs. Charles C. Clark, wife of Col. Charles C. Clark, U. S. A., has left Walter Reed Hospital and returned to the Roosevelt Hotel, having closed their home in Virginia for the winter.

Mrs. James Meredith Helm entertained at a luncheon yesterday at the Woman's National Democratic Club. Mrs. Frank Hiram Snell also entertained at luncheon at the club yesterday.

The third Bachelors' cotillion will be given on February 11 at the Mayflower. Mr. William Jeffries Chewning, jr., treasurer of the cotillion, was chosen to lead the figures. Miss Ellis Bostrom will be Mr. Chewning's partner.

Two orchestras will furnish continuous music, and a seated supper and favors will be had at midnight.

Mrs. George Sutherland, wife of Justice Sutherland, will head the receiving line. With her will be Mrs. Thomas Sims Lee and Mrs. Jacob Leander Loose.

Among the chaperons are Mme. Alfaro, Mme. Bostrom, Mrs. Gibson Fahnestock, Mrs. Joseph Washington, Mrs. Stanley Rinehart. Miss Agnes Peter, Mrs. Richard La Garde, Mrs. William Jeffries Chewning Miss Ellen Custis Lewis, of Virginia; Mrs. Charles H. Doing, Mrs. Eleanor McParlin Davis, Mrs. Charles Howell Lefevre and Mrs. Richard Parker Crenshaw.

Mr. Walter Wilcox and Mr. Walter Davidge will again distribute favors, and Gen. William E. Horton, who directed the first two cotillions, will direct the figures again. The three dates have been taken for the cotillion next season. They are as follows: December 9, January 10 and February 12.

Illinois Society Host To Senator Deneen.

More than 500 Illinoisians attended the reception for Senator Charles S. Deneen, the newly elected president of the Illinois State Society, and Mrs. Deneen, at the Willard Hotel, Wednesday night. Those in the receiving line were:

Senator and Mrs. Deneen, Miss Bina Day Deneen, Senator and Mrs. Otis F. Glenn, Secretary of Interior Roy O. West, Representative and Mrs Richard Yates, Representative and Mrs. Carl R. Chindblom, Representative and Mrs. Homer W. Hall, Representative and Mrs. Morton D. Hull, Representative and Mrs. William E. Hull, Representative and Mrs. M. Alfred Michaelson, Representative and Mrs. Henry T. Rainey, Representative and Mrs. Thomas S. Williams, Representative Charles Adkins, Representative John C. Allen, Representative and Mrs. William W Arnold, Representative Edward E. Denison, Representative Edward M. Irwin, Judge and Mrs. Fenton W. Booth, Solicitor of Labor and Mrs. Theodore G. Risley, Judge and Mrs. Paul M. Linebarger, Maj. and Mrs. William Burns and Mrs. Mary Logan-Tucker.

The other newly elected officers who were installed were Representative Thomas S. Williams, Representative John C. Allen, Mr. A. B Bailey and Mr. Leslie J. Johnston, vice presidents; Mr Maynard C. Risley, secretary; Miss Gertrude Van Riper, treasurer, and Mrs. Henry T. Rainey, historian.

Several vocal numbers by Miss Christine Lindbergh Levin, accompanied by Mrs. Earl R. Chindblom, were given, followed by dancing and cards.

Mr. James W. Good, of Chicago, formerly of Cedar Rapids, Iowa will be the guest of honor and speaker at the Iowa Society reception and ball to be held at the Willard Hotel on Monday evening, February 4, at 8:30 o'clock.

The entire delegation in Congress from Iowa will be in the receiving line.

Among the patronesses for the card party to be given by the Voteless District of Columbia League of Women Voters at Willard February 28, at 2 p. m., are Mrs. William Jardine, Mrs. Charles W. Waterman, Mrs. S. Wallace Dempsey, Mrs. Joe Crail, Miss Belle Sherwin, Mrs. Everett Sanders, Mrs. Gifford Pinchot, Mrs. William C. Harllee, Mrs. Frederick Frelinghuysen Dumont and Mrs. Albert J. Myer.

The Mt. Holyoke Alumnae of Washington will be entertained by Mrs. John J. Myers, 2320 S street, on Saturday, at 2:30 o'clock, when Mrs. Frank W. Malin will give a talk on old laces, showing many rare specimens of historic and artistic interest.

Miss Alice Whitcomb, Miss Agnes Winn, Mrs. Rose Pennell, Mrs. George H. Brown, Mrs. J. S. Tassin, Mrs. Pearl Bellman Klein, Miss Phyllis Robinson, Mrs. Ruth Snodgrass, Mrs. Viola Baker Mrs. E. W. Digges and Miss Virginia Diedel will be hostesses at the tea given for club members and their guests at the Women's City Club this afternoon at 4:30 o'clock in the clubhouse, 22 Jackson place. Mrs. Ellis Meredith and Mrs. George Chase will preside at the tea tables, with Mrs. Charles Trotter and Mrs. Edward A. Quintard assisting.



(c) Bachrach.

MISS ELIZABETH NOYES WARNER,
sister of the Assistant Secretary for Aeronautics, Edward P. Warner.

Minnesota Society Reception Wednesday.

The Minnesota State Society of Washington will give a reception to the Minnesota delegation in Congress at the Washington Club Wednesday evening. Arrangements have been completed by the officers and members of the different committees for this reception, which promises to set a mark for subsequent events this season from a standpoint of attendance.

Minnesota has an unusual number of distinguished folks in official, social and professional life in Washington. Among the Minnesotans invited to attend are Secretary of State and Mrs. Frank B. Kellogg, Justice and Mrs. Pierce Butler, Solicitor General, Department of Justice, and Mrs. William D. Mitchell, Assistant Secretary of the Treasury and Mrs. Carl T. Schuneman, Interstate Commerce Commissioner and Mrs. Johnston B. Campbell, Prohibition Commissioner and Mrs. James M. Doran, Governor of Federal Reserve Board and Mrs. Roy A. Young, Miss Gundrun Carlson, United States Federal Trade Commissioner at Oslo, Norway, Assistant to President-elect Hoover and Mrs. Frank Akerson, Representative and Mrs. C. A. Christopherson and the Minister of Austria and Mme. Prochnik, who are members of the society.

Mrs. Ruby Smith Stahl, chairman of music, is arranging an interesting program in addition to the reception features. Vocal selections will be rendered by Miss Marjorie C. Lowe accompanied by Miss Francis Gutelius. An orchestra will furnish music for the dancing, and there will be tables for those who wish to play cards.

Members of the society will be admitted by membership card and guest tickets may be secured at the door. All Minnesotans and their friends are cordially invited.

Miss Bede Johnson, president of the society, announces that the society will entertain Gov. Theodore Christianson and delegation, coming on special train from Minnesota to attend the inauguration at a reception and ball to be held in the large ballroom of the Willard Hotel on Tuesday evening, March 5. Representative C. G. Selvig, vice president of the society, is taking a prominent part in arranging for this reception.

Mrs. Charles P. Keyser, president of the Entre Nous Club, entertained at tea on Monday at her home, 1620 Decatur street. The table was centered with a bowl of pink sweet peas and cathedral candles. Mrs James C. Balty, wife of the assistant to the Comptroller of the Currency, poured tea and Mrs. R. C. Deane served the ice. Assisting in the dining room were Mrs. William Hayden, Mrs. William Sault and Mrs. Eugene Andrews.

Among the guests present were Mrs Louis Sumner and Mrs Mary De Corson, of St. Louis, Mo.; Mrs. Welch, of New York; Mrs. James L. Henry, of Cambridge, Md.; Mrs. Hatfield, of Boston; Mrs. Charles Dasher, Mrs. Hansberry, Mrs. Helen Johnson, Mrs. Claud Porter, wife of the interstate commerce commissioner; Mrs. Margaret Paull Smith, of Fairmont, W. Va.; Mrs. Howard Hodgkins, Mrs. Edgar B. Merritt, Mrs. Hemphill and Mrs. Bruce Bare.

Mr. and Mrs. H. S. Lounsbury, of Port Chester, N. Y., are at the Grace Dodge Hotel for a few days en route South by automobile. They are accompanied by Mr. P. C. Larsen, also of Port Chester.

Mr. and Mrs. Joseph White, of Jersey City, N. J., are also at the Grace Dodge Hotel for a week or more.

Mr. and Mrs. Joseph Kaminsky announce the engagement of their daughter, Miss Rebecca Kaminsky, to Dr Samuel Dessoff, son of Mr. and Mrs Myer Dessoff.

Miss Ann Goldman, who has been living in California, is visiting her sister, Mrs. Benjamin Segal.

Mr. and Mrs. Harry Singer announce the engagement of their daughter, Miss Thelma Singer, to Mr. Irvin Silverman of Washington.

Mrs. M. Pasternak, accompanied by Mrs. George Goldberg, is passing the week-end at Atlantic City, N. J.

Chapter to Have Card Party February 12.

There will be a card party by Constitution Chapter, D. A. R., on Tuesday evening, February 12, at the Hamilton Hotel.

The proceeds of the event will be donated to the purposes of the Community Chest and patriotic work.

Among the patrons and patronesses are Mme. Debuchi, wife of the Japanese Ambassador; Senator and Mrs. William Harris, Senator and Mrs. Walter F. George, Mr. and Mrs. Frank Mondell, Mr. and Mrs. Merchant Mahoney, Mr. and Mrs. Van Leuniski, Mrs. Robt. W. Imbrie.

Esther Chapter, O. E. S., will give its annual dance and card party at Wardman Park on Wednesday. The committee in charge is Mrs. Noble J. Waldron, chairman; Mrs. Charles H. Jones, first vice chairman; Mrs. J. Harry Phillips, second vice chairman Tables are provided for those choosing to play cards. The committee for this feature is Mrs. James A. West and Mrs. D. P. Bush.

Miss Harriet Stone and Miss Isabelle Stone, of the Misses Stone's School, 1626 Rhode Island avenue, have sent cards of invitation for a musical tea at their studios on Sunday afternoon, February 17, at 4 o'clock, when they will present the Lovette Choral Club and member soloists in a specially selected program. Among the guests of honor will be Mrs. Rhett Goode, of Alabama, chairman of the music committee of the D. A. R. Continental Congress.

Valentine dance and card party will be given at Wardman Park Hotel, February 14, by Areme Chapter, O. E. S. Miss Mildred M. Poynton is chairman.

Many distinguished persons are on the list of patrons for the Dixie ball which is to be given at the Mayflower Hotel, Monday, February 4.

Among those recently received are Mrs. Curtis Wilbur, Justice James C. McKeynolds, Maj. Gen. and Mrs. Amos Fries, Mrs. Alfred J. Brosseau, the Siamese Minister, Phya Vijitavongs; Mme. Debuchi, Mrs. George D. Horning, divisic president, U. D. C.; Miss Jessie Doll, Mrs. John Barton Payne.

TWELFTH & F Berberich'S TWELFTH & F

Half-Yearly SALE

Offering Reductions of

1/2 OFF

50 styles for women, including many Red Cross styles of Hanan, Red Cross and other outstanding smart shoes in the infant section are offered at this annual price concession.

1/3 OFF

101 styles, including Hanan, Red Cross, Nunn-Bush, Arch Preserver, Johnston & Murphy, Selz and Pied Piper.

FOR WASHINGTON'S SAKE GIVE ONCE 57 COMMUNITY CHEST

Many Styles of Many Famous Makes

Berberich'S

TWELFTH and F STS.

Continuation of De Moll's Warehouse Sale



Of Traded-in Grand Pianos, Upright Pianos, Player Pianos and Victrolas

These instruments were stored in our warehouse and for the purpose of effecting an immediate clearance we have marked everything at a most substantial reduction. This is one of the most extraordinary events in this store's history. It affords an opportunity to purchase a grand piano, an upright piano, a player piano or a victrola at a most unusual savings.

Traded-in Pianos

Milton	$350.00	Brewster	$85.00
Morris	85.00	Brown & Simpson	40.00
Shoninger	265.00	Frederick	95.00
Smith & Barnes	85.00	Kohler & Campbell	95.00
Smith & Co.	65.00	Kohler & Campbell	195.00
Story & Clark	95.00	Milton	45.00
Vose	175.00	Pollock	50.00
Wellington	15.00	Cable	125.00
Whittier	145.00	Crown	50.00
Wing	85.00	Franklin	150.00
Wellsmore	135.00	Kimball	125.00
Wurlitzer	25.00	Kohler & Campbell	195.00
York	95.00	Krakauer	295.00
Bradbury	45.00	Norris & Hyde	195.00
		Shoninger	50.00

A SUGGESTION

Get one of these Pianos for the children's own room where they can practice at will without the interference that so often happens in the living room or parlor.

Traded-in Player Pianos

Aeolian	$295.00	Angelus	$225.00
Aeolian	395.00	Auto	195.00
Behning	195.00	Francis Bacon	145.00
Harrington	95.00	Kohler & Campbell	450.00
Harrington	145.00	Kurtzman	325.00
Harrington	195.00	Melechord	295.00
K. & C.	385.00	Milton	195.00
Aeolian	295.00	Stuyvesant	145.00
Aeolian	395.00	Vose	250.00

Traded-in Grand Pianos		Traded-in Victrolas
Lindeman	$350.00	A large and diversified line from which to make selection all sizes and all styles.
O. J. DeMoll & Co.	325.00	
Kohler & Campbell	395.00	$10 $15
Gabler	450.00	$25 $50

Come In Tomorrow

And Examine the Extraordinary Specials in Our Annual

FEBRUARY FURNITURE SALE

DE MOLL Piano and Furniture Co.

Twelfth and G Streets

Handmade Gowns --- Just From Paris!

—arrived aboard the S. S. Majestic . . . rushed to Washington!

Meticulous little tucks . . . glorious embroideries . . . exquisite lingerie details on ethereal chiffons . . . who but Paris dressmakers would put such loving labor in frocks?

a—A frock as blithe as a summer garden . . . chenille flowers blossoming on sunlit chiffon—$65.

b—A gown that looks as lovely as Dresden china . . . a confection of lace and chiffon encircled with ribbon—$85.

c—More than a thousand French knots . . . every one done by hand . . . bedeck this little gown —$75.

d—Tucks . . . and lace . . . and loveliness . . . what more could be said in praise of a gown—$75.

—and other gowns from France . . . now on display in the Resort Shop — Second Floor.

Jelleff's
A FASHION INSTITUTION
Paris Washington New York

Announcing the re-opening of

CAPITOL FUR SHOP

OUR ONLY STORE 1208 G ST. THE BEST FURS FOR OVER 18 YEARS

NOTICE:

In answering the inquiries of hundreds of patrons and friends as to the disposition of our former stocks, we suggest that they make a personal visit to our store where our explanation will no doubt be a pleasant surprise.

You will find the pleasure of selection further enhanced by the completely redecorated interior.

-:-

CAPITOL FUR SHOP—1208 G ST.



SPRING FROCKS

of Georgette or Gay Chiffon

$25

YOU simply cannot help being beautiful in one of these Frocks . . . Never have styles been so alluring, so softly feminine in every detail. Naturally Georgettes and Chiffons are the materials for such modes . . . Newest colors. Misses' and women's sizes.

Dresses, Third Floor.

M. BROOKS & CO.
G STREET BETWEEN 11th & 12th

Society

Mrs. Henry W. Pitch, Mr. and Mrs. Breckinridge Long, Mrs. William G. Wheeler, Mr. and Mrs. Gist Blair, Judge and Mrs. Robert E. Mattingly, Mrs. Charles A. Douglas, Miss Caroline Longfellow, Mrs. Alfred Pembroke Thom, Mrs. Charles Boughton Wood, Dr. S. B. Muncaster, Mrs. John Hays Hammon, Miss Mabel Boardman, Mr. C. Bascom Slemp and Mr. Walter D. Davidge.

Mrs. Walter E. Hutton is in charge of tickets. Miss Lorena Hewett is in charge of boxes. Miss Elsie Harman heads the girls' committee, and Mr. John Chumbley will be in charge of the floor.

Alabama Society Ball on February 7.

The Alabama Society will entertain at a ball on the evening of February 7, in the large ballroom of the Willard. The grand march will form at 9 o'clock and dancing will be continuous until 12. Alabama residents in Washington are represented in judicial, congressional, Army, Navy and Marine circles, and a brilliant throng is always assured for this occasion.

Mr. J. Lewis Moneyway is assisted in arranging for the success of the ball by Mr. Allen M. Laster, chairman of the ball. Others on this committee are Miss Lucille Watts, Miss Florence Hughey, Miss Margaret Davis, Mrs. Esther Morris, Col and Mrs. John A. Elmore, Col. A. R. Brindley, Dr. and Mrs. H. O. Sargent, Mr. and Mrs. John Foscue, Mr. and Mrs Malcolm C. Hankins, Mr. I. Y. Bain, Mr. and Mrs. R. Lee Barnes, Mr. and Mrs. Cecil A. Beasley, Mr. and Mrs. Harry R. Fulton, Mr. Clark Conway, Mrs. P. T. Carter, Mr. and Mrs. W. F. Sykes, Mr. S. W. Hawkins, Mr. J. D. Machen, Mr. A. C. Radue and Mr. Richmond T. Zoch.

Prominent Alabamans who have taken boxes include the entire Alabama delegation in Congress and former Chief Justice and Mrs. E. K. Campbell, Maj. Gen. Frank McIntyre, Col. and Mrs. Forney Johnson, Col. and Mrs. Dallas Smith, Col. Joseph Wheeler, Col. and Mrs. Noble Wiley, Col and Mrs. W. H. McKelvey, Mrs. Rhett Goode, Mr. and Mrs. Joseph Little, Mr. and Mrs. Sydney B. Prince, Mr. W. H. Mercer, Mrs. La Rue DeBuck, Mr. and Mrs. Randolph Weaver, Dr. and Mrs. C. H. Lone, Mr. and Mrs. W. T. Sponton, Mr. and Mrs. Arthur P. Williams, Mr. and Mrs. Clayton Marsh, Mr. and Mrs. Edgar Boyd Kay, Mr. Harvey Danner, Mr. J. H. Anderson, Mr. and Mrs. Morton Kreuger, Mr. Guy Mooney, Dr. and Mrs. I. W. Hill, Mr. and Mrs. Joseph Bell, Mrs. Alice Wooley, Mr. R. M. Winn, Mr. and Mrs. E. C. Woods, Mr. and Mrs. W. T. Willett, Maj and Mrs. Wallace Streater, Maj. and Mrs. T. V. Walker, Mr. and Mrs. R. S. Tucker, Mr. and Mrs. J. J. Thomas, Dr. and Mrs. J. L. Keddy, Dr and Mrs. R. C. Williams, Mr and Mrs. J. W. Worthington, Mr. and Mrs. Frank L. Wilkinson, Mr. Undine Van Pelt, Mr. and Mrs. W. E. Vaughn, Mr. Grover W. Tribble, Mr. B. C. Yates, Mr. William M. Williams and Miss Margaret Tew.

Among the ladies who will act as patronesses for the joint concert to be given by the Columbia University and the George Washington University Glee Clubs on Tuesday evening, February 5, at the Mayflower, are Mrs. Cloyd Heck Marvin, Mrs. John Hays Hammond, Mme. Sao-Ke Alfred Sze, Mrs. James E. Freeman, Mrs. Royal S. Copeland, Mrs. Howard Lincoln Hodgkins, Mrs. Lester G. Wilson, Mrs. Richard S. Harvey, Mrs. Alfred Anthony, Mrs. Sol Bloom, Mrs. Marcus Benjamin, Mrs. William P. VanNess, Mrs. Tracy Dows, Mrs. William J. Donovan, Mrs. John R. Lapham, Mrs. Rowland F. Hill, Mrs. Donald Armstrong, Mrs. Ernest C. Roper and Mrs. Harvey W. Wiley.

Dr. Cloyd Heck Marvin, president of the George Washington University, will welcome the visitors from Columbia in a brief talk preceding the concert. Mr. Lester G. Wilson, president of the Columbia Alumni Club of Washington, will reply on behalf of Columbia.

Officers of the Columbia Alumni Club who are entertaining the Columbia men during their stay in Washington are Mr. Lester G. Wilson, president; Mr. Richard S. Harvey, secretary, and Mr. Alfred Anthony, treasurer.

The George Washington University fraternities will occupy boxes at the concert and the ballroom will be decorated with fraternity banners. Mr. George von Dachenhausen, president of the George Washington University Interfraternity Council, is in charge of fraternity boxes. The concert will be followed by dancing.

The Mathis Club will give a card party and dance in the grand ballroom of the Mayflower, Thursday evening, February 7, for the benefit of the native seminary founded and directed by the American Holy Cross missionaries in Bengal, India. The following members of the Mathis Club will be patronesses:

Mrs. William Ahern, Mrs. Elizabeth M. Barry, Mrs. A. W. Bussard, Mrs. Charles Cassidy, Mrs. Thomas A. Cantwell, Mrs. J. Clemence, Mrs. Thomas Costigan, Mrs. W. T. Doyle, Mrs. Joseph P. Cullen, Mrs. Arthur E. Donnelly, Mrs. T. A. Gorman, Mrs. Edwin P. Hinkel, Mrs. J. D. Leonard, Mrs. John Morris, Mrs. William Morris, Mrs. Charles Mannix, Mrs. M. Marchal, Mrs. Hilleary L. Offutt, jr., Mrs. John Roddy, Mrs. Joseph B. Stanley, Mrs. Philip Vernier, Mrs. James O'Connell, Mrs. J. Raymond White.

Arrangements have been completed for a benefit card party for Elmira College on Tuesday afternoon at 2 o'clock at the clubhouse of the American Association of University Women. Mrs. Frederick W. Crocker, president of the Washington Elmira Club, is chairman. Assisting her are Mrs. Charles N. Rippey, Mrs. A. Lane Cricher and Mrs. Thomas Wrigley.



Harris & Ewing.

MISS FRANCES HAMPSON,
who has returned to Washington after passing several weeks in Denver, Colo.

Mrs. Davis to Give Tea To Junior Theater Players.

Mrs. James J. Davis is giving a tea to the players of the Junior Theater at Wardman Park on Tuesday afternoon at her home on Massachusetts avenue. "Little Women" will open the spring season on February 8 and 9, with "Twelfth Night," "Master Skylark" and "Bunny Pulls the Strings," some of the dozen plays to follow.

Mrs. Charles W. Richardson and her daughter, Mrs. W. D. Chandler, are also giving a tea to these young players of the Junior Theater at their Connecticut avenue home on Saturday afternoon.

The Junior Theater will present E. H. Sothern in three of his readings, from his greatest roles, on March 1 and 2, at their small theater at Wardman Park.

The Monday tea of the American Association of University Women will have as hostesses, Dean Mary Louise Brown, Miss Nell Boyd Taylor, Mrs. H. Wellen Fisher and Dr. Elizabeth A. Kitredge, of the education committee.

Mrs. Coolidge heads the list of patronesses for the concert and dance to be given by the Sacred Heart Choir, Monday evening, February 4, at the Willard Hotel. Additional patronesses listed are Lady Isabella Howard, Senora Dona Emilia Benoit de Tellez, Nobil Donna Antolnette de Martino, Senora Dona Carmen Satrustegui de Padilla, Senora de Ferrara, Mme. Claudel, Senora Dona Herminia Arrate de Davila, Princess Albert de Ligne, Mme. Debuchi and Mme. Ciechanowska, Mrs. Charles J. Bogan, Mrs. Thomas A. Cannon, Mrs. T. V. Collins, Mrs. Thomas L. Costigan, Mrs. C. Desmond, Mrs. Joseph A. Geier, Mrs. Davis Elkins, Mrs. George E. Hamilton, jr., Mrs. James A. O'Shea, Mrs. Bernard F. Saul, Mrs. Charles W. Semmes, Mrs. C. Albert White, Mrs. J. C. Boyd and Mrs. Edwin P. Higgins.

The Hilary A. Herbert Chapter, U. D. C., will hold its annual benefit card party on the evening of February 12, at Meridian Mansions. The committees appointed by the president include Mrs. Rust Smith and Miss Mary Dell, arrangements; Mrs. Wallace Streater, patronesses; Mrs. Rufus Clarke, publicity; Mrs. William J. McGee, prizes; Miss Mary Bringhurst and Miss Mary Brown, candy; Mrs. Eugenia Rollins, tickets.

Patronesses Appointed For Catholic Conference.

The list of patronesses for the eighth annual conference of the District of Columbia Chapter, International Federation of Catholic Alumnae, to be held Saturday, at the Willard Hotel, includes Mother Jane Frances, Georgetown Convent; Sr. Diego, Holy Cross Academy; Sr. Catherine, Holy Trinity High School; Sr. Euphemia, Immaculate Seminary; Sr. Gertrude, Immaculate Conception Academy; Sr. Agnes Cecilia, Notre Dame de Namur Academy; Sr. Josepha, Sacred Heart Academy; Sr. Georgina, St. Dominic's High School; Sr. Teresa, St. Anthony's High School; Sr. Prudentiana, St. Cecilia's Academy; Sr. Agnise, St. Patrick's Academy; Sr. Girardine, St. Paul's Academy; Mother Ignatia, Visitation, B. V. M.

Also Mrs. Ella Loraine Dorsey, Miss Corinne Beavens, Miss Margaret Boarman, Miss Katherine Bowers, Miss Louise Bowles, Mrs. John Bewles, Mrs. Charles Brown, Miss Gertrude Bogan, Miss Edith Branson, Mrs. Philip D. Brown, Miss Eleanor Brawner, Mrs. H. S. Bishop, Miss Florence A. Colford, Mrs. James E. Colliflower, Miss Agnes Daly, Miss M. Louise Darr, Miss M. Gaegler, Mrs. F. X. Grove, Miss Loretta Hannan, Mrs. P. F. Hannon, Miss Mary Healey, Mrs. Ida Higgins, Miss Gertrude Hunter, Miss Mabel Latimer, Miss Margaret McCarthy, Mrs. T. D. McCarthy, Miss Frances Mitton, Mrs. George May, Mrs. Jerome Murray, Mrs. William H. Roach, jr., Miss Helen Ryan, Miss Margaret Ryan, Miss Kathleen Ryder, Miss Agnes Saul, Miss Dorothy Smith, Miss Vera Taylor, Mrs. Turton, Mrs. Alfred C. Whitton.

Also Miss Madeleine Zeroga, Sister Mary Borromeo, Mrs. Adelaide Rover Cavanagh, Mrs. James F. Harnett, Miss Emily Hornig, Mrs. Mary Russell Huddleston, Mrs. Thomas F. Keane, Mrs. Philip D. Brown, Mrs. George Thomaides, Mrs. Frederick J. Rice, Miss Eugenia Lieutaud, Mrs. Ralph J. Carbo, Miss Edna Reiter, Miss Margaret M. McAllister, Mrs. James Nealon, Miss Marie Nohe, Mrs. D. S. Porter, Miss Mary A. Rover, Miss Katherine T. Rover, Mrs. W. Warren Taltavull, Mrs. Frederic W. Selbold, Mrs. Lewis A. Payne, Miss Anna J. Keady, Miss Rosa Schultels, Mrs. Charles W. Semmes, Mrs. Carrie Furman, Mrs. Joseph Madigan, Mrs. Sarah Shepley, Mrs. Charles F. Neill, Mrs. H. S. Bishop, Mrs. Bernard F. Garvey, Mrs. Thomas J. Lane, Mrs. Mary Loughran Lee, Miss Elizabeth Milovich, the Misses Smith, Miss Eva Waters, Miss Regina Watkins, Miss Mary L. Heck, Mrs. George C. Denny, Miss Bernadette L. Dore, Miss Margaret M. Dore, Mrs. John J. Fuller, Miss Catherine E. McMahon, Miss Claire C. Oberg, Miss Alice O'Donoghue; also Miss Veronica Quinn, Miss Helen Riordan, Miss Mary Louise Sullivan, Miss Margaret Carpenter, Miss Evelyn Collings, Miss Anne Coughlan, Miss Beatrice Deeds, Miss Elizabeth Dolan, Miss Kathleen Fitzgerald, Miss Pauline Fling, Miss Louise Gately, Miss Alma Happ, Miss Margaret Harold, Miss Margaret Jenkins, Miss Julia Kennedy, Mrs. M. E. Kennedy, Miss Katherine Leahy, Miss Bessie Mills, Miss Elizabeth Muckelbauer, Miss Annie Murphy, Miss Mary A. O'Brien, Miss Mary M. O'Brien, Miss Catherine O'Connor, Mrs. John O'Donoghue, Miss Anne C. O'Leary, Miss Margaret O'Leary, Miss Sarah Polley, Miss Aimee Powell, Miss Alberta Riley, Mrs. Josephine M. Shannon, Miss Catherine T. Sheehy, Miss Edna Sheehy, Mrs. Elizabeth T. Sullivan, Miss Mary Frances White, Miss Mary Winston, Miss Helen G. Fitzpatrick, Miss Elizabeth Bowles.



MRS. J. WHIT HAMMETT,
formerly Miss Helen Trenholm Breneman, niece of Mrs. Henry Thomas, of Hyattsville, Md.

Mr. and Mrs. Simon Kahn are passing some time in Miami, Fla.

Mrs. Sol Bloom, of Charleston, W. Va., is the guest of her mother, Mrs. Marx Ksufman, of Biltmore street.

Mrs. L. J. Cohen, 4600 Ninth street, was at home last Sunday from 8 to 10:30 in honor of the confirmation of her son, Maxwell Cohen.

Mrs. Hannah C. Louis announces the engagement of her daughter, Miss Gertrude Beulah Louis, to Mr. Harry I. Davidson, of this city.

The Rev. Dr. Nathan Krass, of Temple Emanu-El, New York, has been a guest of friends in the city. Dr. Krass was one of the speakers at the testimonial dinner for Dr. Abram Simon.

Mrs. Kohner is Host To Bridge Club.

Mrs. Edward Kohner entertained the Friday Bridge Club at luncheon at the Carlton Hotel, later taking the members to her home on Belmont road for bridge.

Mr. and Mrs. Isaac Behrend, who are passing some time in Florida, are in Hollywood for a week or more.

Dr. and Mrs. Abram Simon will depart February 3 to pass a fortnight in Florida.

Miss Betty Ball, of Philadelphia, is the guest of her sister, Mrs. Samuel Greenbaum, of Cleveland Park.

The Jewish unit of the American Red Cross will hereafter hold its meetings at L'Aiglon. The hours for work will be from 10 until 4:30 every Monday.

The officers and board members of the Sisterhood of the Eighth Street Temple entertained with a farewell surprise luncheon at Avignone's on Monday in honor of the president, Mrs. Samuel A. Pack, who leaves tomorrow to attend the sisterhood convention in Los Angeles from February 10 to 17. The table decorations were in yellow, and places were laid for 45.

Miss Esther Bendheim is passing several days with relations in Philadelphia.

Mr. A. Rothenberg left Wednesday for New York, and will go to Boston for a visit before returning to the city.

The Council will celebrate its thirty-fourth birthday anniversary with a

CONTINUED ON PAGE 8, COLUMN 1.

The Collier Inn
INC.
COLUMBIA RD. at 18TH ST.
OPPOSITE AMBASSADOR.

SUNDAY DINNER
12:30 to 7:30
Choice of
ROAST TURKEY
ROAST L. I. DUCK
BAKED OLD VA. HAM
ROAST MEATS
Choice of Desserts
A wide variety to select from—made by own Pastry Chef. Also our own make ice creams, made in our modern electric plant.
IT'S DELICIOUS—YOU'LL SAY!
Price—ONE DOLLAR
COLUMBIA 5042

WHETHER in Winter, when the magic snow sprites fantastically drape the hills and dales and every hearth glows with its cheery fire. Or in Summer, when the cooling zephyrs waft through the leafy boughs; and the chorus of the birds fill the flower-ladened air—

Wesley Heights

is an enchanting place in which to live.

Reserved in its regulating restrictions; exclusive through the consistent exercise of careful development—both investment value and community prestige are preserved.

New Exhibit Home
2934 Glover Driveway
Open Sunday—and every day and evening from 10 a.m. to 9 p.m.

Motor out Massachusetts Avenue, crossing Wisconsin Avenue, turning left into Cathedral Avenue—the main thoroughfare into Wesley Heights.

W. C. and A. N. Miller
Owners and Developers
1119 Seventeenth Street Decatur 610

TRADE MARK REGISTERED
AT SLOAN'S ART GALLERIES
715 Thirteenth Street
ESTATE SALE
(By Catalogue)
Steinway and Kimball Baby Grand Pianos, Antique and Modern European and American Furniture. A Wonderful Assortment of Oriental Rugs in all sizes, Sterling Silver and Sheffield, Valuable Paintings, Jewelry, Luxurious Upholstered Davenports and Easy Chairs, Chinese Paintings, Prints, and Objects of Art, Decorative Mirrors, Cut Glass, Bric-a-Brac, etc.
To Be Sold at Public Auction
Within Our Galleries
715 Thirteenth Street
Tuesday, Wednesday, Thursday and Friday
Jan. 29th, 30th, 31st, and Feb. 1st, 1929
At 2 P. M. Each Day
From a Prominent Local Estate (name withheld by request) together with additions from other sources
On View
MONDAY, JANUARY 28th
TERMS: CASH

THE LOUVRE
1115 1117 F STREET
Making the *Supreme* reductions

THE clearance effort has reached the climax now—and you'll buy these superior Louvre values—in the Louvre's exclusive fashion renditions—at surprising and surpassing savings.

All Coats—
Choice of every Sports and Dress Coat and every Evening Wrap of the present Winter season ..... 1/2 Off!
Saving from $14.75 to $112.50

All Dresses—
Choice of every Street, Afternoon, Evening, Dance and Dinner Dress of the present Winter season—except the $16.50 grade- 1/3 Off!
Saving from $9.83 to $45.00

All Hats—
Choice of every Sports and Dress Hat remaining of the present Winter season — regardless of what the regular price..... $2.95

Special in Dresses
A group of the famous $16.50 Dresses—in dressy and smart sports models—satin, georgette, flat crepe, printed crepe, novelty silk, chiffon velvet, velveteen, printed jersey, tweed, etc..... $10.95
No alterations of these Dresses.

No exchanges or returns at these clearance prices.

Season-End Clearance Sale of FUR COATS

Substantial Savings on Fur Coats to wear this season, and good investments for the the future.

Reductions are general throughout the store, with Exceptional Price Inducements on a number of Fur Coats, in Sizes 16, 18 and 36, with a number of Larger Sizes in the lot. These are grouped, for your convenience, in THREE PRICE LOTS, as follows:



At $95
6 beautiful Muskrat Coats, self-trimmed, with Johnny and Crush Collars.
4 Gray Caracul Coats, with Platinum Fox Collars.
4 Marmot Coats.
11 Pony Coats, black and tan colors, plain and with various trimmings.
4 Sealine Coats Dyed Coney Mink and Japanese Mink trimmed.
1 Brown Caracul Coat, Fox trimmed.
5 Hair Seal Coats.
2 Brown American Broadtail Coats.

At $135
17 Hudson Seal Coats Dyed Muskrat trimmed in Dyed Squirrel, Japanese Mink, Dyed Ermine, Leopard, Natural Fitch and American Broadtail.
5 Silver Muskrat Coats, self-trimmed and Fox trimmed.
8 Dark Muskrat Coats, Fox trimmed.
7 Mole Coats, self-trimmed, Fox trimmed and Squirrel trimmed.
4 Black Caracul Coats, self-trimmed and Platinum Fox trimmed.
3 Ocelot Coats with Fitch trimmings.

At $185
5 Leopard Coats, Fitch trimmed, Beaver trimmed and self-trimmed.
9 Hudson Seal Coats Dyed Muskrat Kolinsky trimmed and self-trimmed.
5 Ocelot Coats, self-trimmed and with various other trimmings.
7 Raccoon Coats.
3 Natural Gray Squirrel Coats, Platinum Fox and self-trimmed.

All Sales Final—No Exchanges or Refunds

SAKS FUR CO.
IN THE CONFIDENCE OF THE PUBLIC OVER FORTY YEARS
610 Twelfth St.—Just Above F—Phone Main 1647

Every Convenience an Apartment Can Offer



Alban Towers
3700 Massachusetts Avenue
On the heights overlooking the National Cathedral

HIGHEST type of apartment residence in Washington—designed on lines of lavish comfort; finished with sumptuous elegance—appealing to those who demand the best in accommodations and appreciate the refinement of consistent environment.

Rooms of exceptional size and arrangement. Housekeeping equipment of the latest type, including automatic refrigeration.

Servants' retiring room on each floor, and in the larger suites servant's room and bath.

Garage in the sub-basement.

The cafe, under experienced management, is maintained for the convenience of residents in Alban Towers.

Suites of 5, 6 and 7 Rooms With 1, 2 and 3 Baths—Beginning at $125
Resident manager will be glad to exhibit them at your convenience.
925 Fifteenth St. B. F. Saul Co. Main 2100

All Fabrics — LENDER FOOT ARCH FITTER — All Leathers

Wilbur Coon Shoes

For Wide, Narrow, Long, Short, Small or Large Feet
Fit Snug at the Heel
Sizes 1 to 12—AAAA to EEEEE
$7.50 to $11

MR. J. T. NORRIS
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are associated with us



SOLD EXCLUSIVELY IN WASHINGTON BY

BOYCE & LEWIS
CUSTOM FITTING SHOE
439-7th St. N.W.
Just Below E

30 Styles — WYLIE W. STOUT OUT SIZES — All Style Heels

FASHIONS

By VYLLA POE WILSON.

IT has been said by fashion authorities that Washington women are the most independent in the world and will not be driven to giving up little touches on their costumes they like and think becoming just because the latest news dispatches may read that the mysterious "They," who are supposed to hold the reins of fashion, are not wearing this or that any more.

Therefore, at parties and dinners and even in the afternoon the cocktail jacket and the glittering evening jacquette still are worn by our smartest women although returning travelers say that they have been discarded in other fashion centers. In New York we are assured many of the leaders of the inner social circle wear these engaging little gown accessories at the opera and at practically every dinner.

The early spring costumes which blossom every week here and will shine forth at summer resorts without the outer wrap with which they are worn in this climate show a decided preference for little jackets. Many of the silk dresses have extra jackets of silk or even transparent velvet and the chiffon costumes have long or short coats of lace or chiffon.

While the dresses for sports which will travel in the luggage of many a Washington belle to the Southern resorts are without sleeves, they invariably have little coats of matching or contrasting material to be worn for teas or luncheons on the club porch.

Even the dresses of wash material such as lawn and gingham and calico, all of which homely materials will be recognized in the inner circles of fashion for Southern resort and summer wear, have coats to match. A new fancy of the designers is to have dresses of flowered organdie and other cotton fabrics with linen coats made of materials repeat the same design and coloring in the dress.

Of course a coat is a real necessity for boudoir or lounging costume and the little Zouave-like jackets of velvet go so well with the long straight slips of chiffon or the full satin trousers and heavy white silk blouses of the smartest of these breakfast and boudoir tea outfits.

Flowers on Hats.

In spite of simplicity and plainness of outline it is a noteworthy fact that the early spring styles seen at the luncheons and teas betray a peculiarly apparent aspect of femininity. The most outstanding evidence of this trend is the use of flowers on millinery, for even with fur coats many women have purchased spring chapeaux as harbingers of what is to come.

One debutante had on at a luncheon with her plain tailored blue suit a draped blue turban of fine straw braid and with bands formed of tiny blue forget-me-nots which, by the way, were just the color of the youthful wearer's eyes.

The "aviator's cap" of soft beige silk tricotine, which evidently is not to be a passing fad at all, has been used as the motif of the smartest of the spring hats, especially those designed to wear with coat suits. No flier would be content with the flange over one ear alone, but the woman of fashion only has it over her right ear. Several of the prettiest of these aviator hats, even those designed for wear with suits, had crowns studded with matching flowers about an inch in diameter made of chiffon and velvet.

Even the bakou hats have their feminine touch. A becoming one worn by a young matron at a tea last week was of tobacco brown bakou with the entire crown covered with appliqued pansies in oyster and beige and brown.

Flower Turbans Popular.

In Washington, at least, the flower turban of the late summer has been a favorite all winter and some of the best dressed women like to wear them with their fur coats. Many of the new spring hats are made after this fashion in silk and velvet. The material, on which they are built, is light and crushable so that they will pack well in the travelers' trunks, but they are quite as popular for present day wear. Many of these flower turbans form the only bright color note with a black or dark blue or brown dress. At a recent musicale the flower turbans formed brilliant little dots of relief among the array of blue felt and velvet hats or those of beige and brown felt worn by the majority of the women present. Briny orange and green and blue and brilliant red poppies seemed to be favorite colors for these prespring hats.

Since elaboration in head dress is a high note of the fashion hour the closest bobbed-hair head may wear a bandeau across the back of a tiny garland of flowers from which are suspended a row of tiny curls. Of course, the long-haired woman and the one who is letting her hair grow has it arranged on the nape of her neck and many wear for evening a tiny artificial flower wreath holding it in place.

The more feminine motif of the rows of women's heads at the opera attracted attention between the acts at the recent opera.

Of Stone Grey Cloth.

Baroness Von Schoen who is visiting her sister, Mrs. Edward Finkensteadt, had on at a luncheon an extremely smart suit of stone gray cloth made with a plain stitched dress of the cloth and a long plain tailored coat with collar and cuffs of baby lamb. With this Baroness Von Schoen wore a small black felt hat turned back from the face.

Mrs. Finkensteadt wore on the same occasion a suit of dark blue cloth with a slipon blue silk velvet blouse. With this she wore a small blue hat and a double silver fox fur scarf.

Miss Elizabeth Warner wore at a luncheon in her apartment in Wardman Park a dress of bright blue velvet made with a plain skirt and tied overblouse. With this Miss Warner sometimes wears a bright blue cloth coat trimmed with dark fur. Her hat is a velvet one with a bow at one side.

Mrs. Jacob Leander Loose wore at the dinner party she gave on Monday night in honor of Vice President-elect Charles Curtis a dress of violet chiffon in two different shades made on floating lines and studded with rhinestones.

Mrs. Thomas Blagden is wearing a dress of green crepe de chine with a green velvet hat. With this she wears a gray fur coat.

Mrs. Clement Biddle of Philadelphia who has been the guest of Mrs. Frederick Hicks wore at a luncheon party a dress of black satin made on draped lines. Her hat was of black velvet and she wore a large cross fox scarf.

Gown From Baltimore.

Mrs. Edgar Fell, of Baltimore, who came to Washington for the Townsend musicale, had on a becoming black velvet dress with a handsome cream lace collar. With this Mrs. Fell wore a dark red velvet hat and a leopard skin coat.

Mrs. N. Carter Hammond, also of Baltimore, wore at the musicale a dress of black satin appliqued in cloth. With this she wore a fur coat and black felt hat.

Mrs. Woodrow Wilson has a wine-colored velvet dress, made with a side-tiered skirt and surplice bodice with a cream lace inset. With this she wears a mink coat and a wine-colored velvet hat.

Mrs. Frederick Hicks has an ensemble costume of brown velvet trimmed with dark rich fur. With this she wears a brown velvet hat.

Mrs. Henry Suydam is wearing a dress of printed velvet in beige and brown and blue, made long sleeves and a round neckline. With this she wears a beige hat and a fur coat.

Miss Dorothy Sollers has a robe de style of white silk with which she wears scarabs of Egyptian blue in a bracelet necklace, earrings and ring.

Miss Mary Randolph had on at a tea a dress of black lace, made with an uneven hemmed skirt and long sleeves with an ecru lace half yoke. She wore a small black felt hat with it.

Mrs. Campbell Turner is wearing a dress of brown cloth with a brown cloth coat trimmed with fur. With this she wears a small brown velvet close-fitting hat.

Mrs. Stephen B. Elkins chose for one of the afternoon events a dress of golden brown satin crepe made on draped lines. With this she wore a small brown felt hat and a brown fur coat.

Mrs. William Howard Taft had on at a musicale a dress of printed velvet shading into brown and red. With this she wore a dark red velvet hat and a fur coat.

Problems of Dress.

The plain facts about the modern fashion are not as simple to read as they seem, by those who are not versed in the difficulties of achieving smartness and simplicity at the same time might be led to believe. The women, who have crossed the rubicon of too much sameness in the styles into the realm especially reserved for those who have real clothes acumen, know full well that they have done so by daring to express their individuality. On the other hand, many women who are barred from the lists of the well-dressed have also dared to flaunt the rule of thumb of fashion in the face and express in too ultra terms of cut and color their ideas of what is smart.

CONTINUED ON PAGE 8, COLUMN 1.

Eleanor Gunn on Fashions

The Suit Supplies the Refrain of the Latest Spring Song.

New York.—One of the rules which fashion has laid down for our dress department is that every wardrobe must again boast a suit, and that irrespective of this ruling every wardrobe should also contain a long coat ensemble. The point is rather insisted upon that the suit and the long coat are not interchangeable in their mission. The coat ensemble has more prestige because it admits of more formality. The costume suit, about which one hears more than seems so far consistent with its position, may prove a rival to the coat, since the costume suit recognizes no restrictions when it comes to governing the length of the garment variously termed jacket or coat.

There is both a masculine and feminine aspect in the town ensemble, the former running to tweeds and to covert cloth, while the latter take advantage of the fabric fields in which women folk are permitted to roam. While one might expect that the most important section of the suit was that which is either jacket or coat, this is not always the case, skirts remaining, for all their brevity, full of interest and decoration. Diagonally placed pleats and all manner of treatments which introduce fullness are sponsored. Hips are carefully fitted and sometimes yoked, which is consistent with the dress all silhouettes of consequence. Skirts are designed to reveal their belts rather than hide them under jumper or over blouse. This is, of course, in deference to the tuck-in blouse which in the opinion of many is one of the most interesting and important of the several revolutionary ideas of the spring dress campaign.



The one-piece dress at left is of navy repp, freshened by white lingerie plastron and cuffs embroidered with blue dots. The jacket costume at right combines brown jersey with jersey in pale mauve, the latter making the jumper and trimming the jacket. In the buttonhole is a fabric flower.

(Copyright, 1929, by Fairchild.)

Frau von Prittwitz, wife of the German Ambassador, wore when she left Washington for Chicago last week an ensemble costume of black cloth with collar and cuffs of Persian lamb. She wore a small black felt hat with a flange over one ear with it.

Gown of Shell Pink Velvet.

Mrs. Gibson Fahnestock had on at the White House musicale after the Speaker's dinner a dress of shell pink velvet made on long graceful draped lines.

Mrs. Frank Hight is wearing an evening gown of silver cloth made with a bodice and skirt in one and the hemline longer in the back than in the front.

Mrs. Curtis D. Wilbur, wife of the Secretary of the Navy, wore at a dinner party a dress of black velvet made with a surplice bodice and a flared skirt longer in the back than in the front.

Mrs. George Barnett was seen at a White House musicale in a dress of rose chiffon studded in brilliants and made with a tiered flaring skirt and a softly draped bodice.

Mrs. George Mesta is wearing a smart ensemble costume of black velvet with the coat trimmed with mink. With this she wears a small, close-fitting hat. Mrs. Mesta had on for a dinner a dress of black velvet with a deep vee neckline back and front and an uneven hemline quite long in the back.

Senora Dona dePadilla, wife of the Spanish Ambassador, had on at a luncheon a dress of black velvet with a black hat with a small white plume at one side. With this she wore a sable coat.

Mme. Maxim Karolik is wearing a dress of green satin crepe made with hanging tunic like panels on the skirt and a surplice bodice. With this she wears a green velvet hat and a sable coat.

Mrs. James Cousens is wearing a dress of black velvet made with a bodice and skirt in one and longer in the back than in the front. With this she wears a close-fitting black hat and a silver fox fur.

Mrs. Victor Cushman had on at an afternoon event a becoming dress of black velvet, made with a flaring skirt and draped bodice. With this she wore a small black velvet hat.

Miss Penrose Wainwright had on at one of the recent luncheons a dress of black satin made on modish lines

A Special Sunday Dinner TODAY to Be Served in the Highlands Cafe
Connecticut Avenue at California Street
5:30 to 7:30 P.M.

Soup or Oyster Cocktail
Roast Turkey or choice of Roast Meats
Potatoes
2 Green Vegetables
Delicious Salads
Variety of Frozen Deserts or Homemade Pastries

$1

We have very attractive dining rooms, and we are prepared to serve for private dinner, luncheon or bridge parties the most elaborate banquets or the simplest menus, according to your wish and order.

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Henry A. Rost, *President*

OFFERS

Superb apartments and double and single rooms for permanent and transient guests.

ALL of the attributes of a charming hospitality interpreted with supreme distinction.

Same Management as The Plaza

FIFTH AVENUE
At the exquisite approach to Central Park
58th to 59th Streets

Biggs Mid-Winter Sale



Sheraton Clover Leaf Card Table, Regular Price, $40.00 Sale Price, $32.00

We are now in the midst of our Mid-Winter Sale! Everything is reduced!

Come in and see our authentic reproductions! Sheraton, Hepplewhite, Empire and other designs reproduced in solid mahogany!

BIGGS ANTIQUE CO.
12th at H Sts. N.W. Phone Natl. 9236



An Expert Corsetiere Always at Your Service

Beautiful Foundation Corsettes of Satin

Especially suitable for wear under dinner, dance or evening costumes. They mold the body lines without the usual boning. They have the new approved bust lines.

Fashioned of guaranteed slipper satin, they are extremely lovely, and tailored for long wear.

Very Specially Priced
$3.50 $5 $6

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3500 Fourteenth Street
Washington, D.C.

CAVALIER APARTMENTS have been planned for the woman who wants a home with space, air and sunshine—at a minimum responsibility and cost.

Living Room, Bedroom, Kitchen-Dinette and Bath
Furnished, with housekeeping equipment and full hotel service.

$85 up Monthly
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The Highlands
Connecticut Avenue and California Sts.
Apartments
Fully furnished Hotel Service
2 Rooms and Bath
$115.00 upward
3 Rooms and Bath
$150.00
Unfurnished suites in Proportion
Cafe Service North 1240
WARDMAN MANAGEMENT

The PALAIS ROYAL
G STREET AT ELEVENTH

"Mid-year's" are over—Commencement Day will soon be here—and girls are flocking in for

Graduation DRESSES

two new groups just arrived from New York

$16.50

Dresses of gleaming white crepe, of firm, heavy quality, beautifully made, in advance spring styles that will be just right for Washington Commencement wear.



Another Smart Group of

Dresses
$10.95

Also of heavy white silk crepe—so smart, so new and so youthful you'll be amazed that the price is but $10.95!
14 to 20 year sizes.

Misses' Dresses—Third Floor.

Philipsborn
606-614 ELEVENTH ST.



DESCAT

Pedaline and Felt

They are so fashionable . . . these Cloche Hats designed by Descat. Chic creations that are different and so subtle with their many variations of brim and crown. They are so favored by fashionable women because of the manner in which they smartly adapt themselves to any profile. We offer many charming versions in a complete range of head sizes. Colors and black.

$12.50

In the New French Room, Fourth Floor.

Philipsborn
606-614 ELEVENTH ST.

Fashion Announcement!

Shirley Deane, the eminent fashion authority, and a group of recognized stylists are now designing and collecting Fashions for a nation-wide group of better stores. The very nature of this selecting committee assures us that the Fashions they choose will meet the exacting requirements of the smartest American women. Indeed, they will have an acknowledged smartness of their own. New models will appear each month.

Shirley Deane Fashions exclusively at Philipsborn's in Washington



What the Shirley Deane Label Signifies

Fashion is Shirley Deane's first consideration. Any garment bearing her label must be an advance creation of some noted stylist. It must be new—it must be different.

Quality is paramount in all Shirley Deane creations. Each individual creation must pass strict tests as to workmanship and the material itself must be above reproach.

Price and value are of utmost importance to Shirley Deane. Because of the specialized manner in which they are created and made, Shirley Deane Fashions are offered at lower prices than other garments of like value.

Monday We Present a New Showing of

SHIRLEY DEANE FROCKS

Charming Versions of the Spring Mode

$39.50

A specialized group that is more than worthy to introduce this new Fashion Service to Washington. Afternoon Frocks and Dress Ensembles with all the subtlety of line and newness that spells Fashion to the modern women. In Silks, in Navy Georgettes, in Filmy Chiffons and in Beautifully Flowered and Printed Frocks, there is a selection as glorious as Springtime itself. We invite you to see them. And remember, Shirley Deane Frocks are found at this store exclusively in Washington.

Society

CONTINUED FROM PAGE 6.

luncheon at the Community Center on Tuesday. A social hour will follow.

Junior Hadassah, of which Miss Betty Liebsohn is president, will hold its seventh annual dance February 21 at the Willard Hotel. The committee in charge is composed of Miss Dorothy Cooper, Miss Sophie Baynard, Miss Lillian Robbin and Miss Pauline Steinberg.

Mr. and Mrs. George Muller left yesterday to pass a month in Palm Beach.

Mrs. Temple W. Seay and little son, Temple, jr., have returned from Norfolk, where they passed a fortnight with Mrs. Seay's cousin, Mrs. Edward B. Vaughan, and Mrs. Richard Jones.

Patronesses Named For Concert.

The patronesses for the concert to be given in the Mayflower ballroom Friday February 15, at 4:30 o'clock, by Mrs. Flora McGill Keefer, mezzo-contralto of Washington; Mr. Frank La Forge, pianist, and Harrington Van Hoesen barytone, of New York, are Mrs William Howard Taft Mrs. Nicholas Longworth, Mrs. David A. Reed, Mrs. Alfred Brosseau, Mrs. Adolph Caspar Miller, Mrs. Walter Bruce Horne Mrs. Calderon Carlisle Mrs. George Hewitt Myers, Mrs Thomas Phillips, jr. Mrs. William S Corby, Mrs Demarest Lloyd, Mrs. Cabot Stevens, Mrs. Charles Boughton Wood, Mrs. Virginia White Speel, Mrs. Robert Loosche, Mrs. Avery Coonley Mrs. Alvin Dodd, Mrs. Maude L. Whitman, Mrs. Lawrence Townsend, Mrs. Herbert Lord Mrs. Edward Perot, jr., and Mrs. Frederick Kellond.

Additional names have been added to the list of patronesses for the ball to be given at the Willard by the Washington Chapter of the Trinity College Alumnae on February 8. These include the wife of the Egyptian Minister, Mme. Samy Pasha; the wife of the Minister from Portugal, Vicomtesse d'Alte; Mrs. James A. Flynn and Mrs. W. P. Kennedy The following gentlemen will serve on the floor committee Mr. Aubrey Fennell, chairman; Mr. Frank A. Biberstein, Mr. S. Dolan Donohoe, Dr. James H. Earley, Mr. George Hernan, Dr. Thomas E. Larkin, Mr. Eugene McCrorkin, Mr Matthias Mahorner and Dr. William F. O'Donnell.

A dinner party was given Tuesday evening by the Phi Delta Epsilon Sorority at the Aster Restaurant for Miss Regina Weinberger, who is making New York her future home. Those who attended were Miss Regina Weinberger, Mr. Charles Schwab, Miss Bessie Rosenberg, Mr. Albert Woronow, Miss Lucille Gunther, Mr. Mike Greenberg, Miss Bertha Ratner, Mr Charles Hoffman, Miss Rae Harrison, Mr. Louis Loutt, Miss Ruth Eskin, Mr. Hyman Hyatt, Miss Ruth Greenberg, Mr. Joe Wasserman, Miss Rose Kushner, Mr. Shea Chasen, Miss Kathryn Weinberg and Mr. Howard Block.

Annual Dance Had By Crusade Mission.

The fourth annual dance of the Catholic Students Mission Crusad was held at the Hotel Arlington Friday evening. The list of patrons included Chief Justice Taft, Justice Wendell P. Stafford, Dr. and Mrs. R. J. Carbo, Mrs. James E. Colliflower, Mrs. Patrick Hannon, Mrs. James B. Horrigon, Mr. and Mrs. Harry Jones and Mr. and Mrs. Frances Neubeck.

The following schools and colleges were special patrons: Academy of the Sacred Heart, Georgetown University, Georgetown Visitation Convent, Gonzaga College, Holy Cross Academy, Immaculata Seminary, St Cecelia's Academy, St. John's College and St. Paul's Academy.

Mrs. Clarence M. Busch, national president of the National League of American Pen Women, accompanied by her daughter, Miss Clarice Busch, has gone to Birmingham, Ala., where she is to be the guest of honor at a series of affairs planned by the officers and members of the Birminghom branch.

The Washington City Alumnae Chapter of the Chi Omega fraternity will have its annual subscription bridge party at the Hamilton Hotel at 8 o'clock on Saturday evening.

The committee making the arrangements for the party includes Miss Helen Lupton, chairman; Mrs. Charles Burmeister, Miss Katherine Vaux, Miss Mary Box and Miss Elsie Talbert.

The next informal dance by National Sojourners, Washington Chapter, will be held Saturday, February 9, at the Officers Club, Washington Barracks. Cards of admission may be obtained from Capt. George P. Unmacht.

FASHIONS

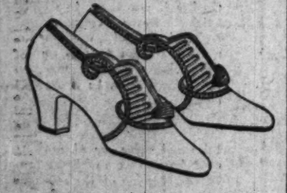
CONTINUED FROM PAGE 7.

Those who have worked out the problem and discovered the unknown elements which make up the sum total of fashion will perhaps be able to impart their knowledge to other women of the same type as themselves. But, in spite of the fact that the fashion to the casual observers look like carbon copies of each other the successfully dressed woman knows that the fingerprints of fashion are as varied as are those of the entire human race.

It is becoming more and more of an acknoledged fact that it is American women who wear the clothes of the world best, whether they are made in America or those created by the famous houses of Europe. In fact, the American woman has set the pace for the world. In the matter of tailor-made clothes, and sport ones, too, she has taught the fashion arbiters of other nations many a lesson in art and comfort. Many women who spend part of each year traveling in other lands observe and listen and then are apt to come back to the tailor or modiste she has been patronizing in this country for years to buy her wardrobe or have special gowns and suits designed to fit her particular needs.

It is not only in our large cities that a sense of smartness and fitness has become a natural course of events but in the smaller communities as well. The American woman and girl is quick to discern fashion hints whether they are flashed on the screen in a motion picture play, printed in the newspapers or worn by smartly dressed women.

The well-tailored suits and dresses and coats our young business women wear set a high standard of dress for women of all pursuits all over the world. While the woman of wealth and leisure may have more clothes she is not apt to have a smarter or nicer suit or dress than the one selected with care for daytime wear by the self-respecting American business woman.



The Arch-Fit
It Grips the Arch

Government statistics tell us that seven persons out of every ten have some form of foot trouble.

The Arch-Fit is a logical scientific and practical shoe for relief of foot weakness. The arch of the foot is gently but firmly held in normal position. The soft cushion innersole gives the foot the necessary rest, and is a menace to corns, bunions, callouses, etc.

Visit our shop and let us demonstrate this shoe to you.

Dr. A. Reed Co. CUSHION SHOE

John Ebberts Shoe Co., Makers
1318 G St. N. W. City Club Bldg.

Dare's Weekly Fashion Letter

What Is a Couturier?

New York, Jan 26.

DAY after day and week after week we go on telling you about this and that couturier and the activities of one house and another—and it has occurred to us that perhaps sometimes because daily contact has made us so familiar with them, we take for granted that you understand the things we are talking about, when in reality you don't.

So today, just to help you to understand what we and other fashion writers are all telling you about, we are going to tell you a little bit about what the haute couture is and how it operates.

Couturier (koo-too-ree-ay), of course, is merely French for "dressmaker," and couture (koo-toor) is the dressmaking industry as a whole—but the haute couture or grand couture, is a much more distinctive term.

The haute couture is the group of master dressmakers who create fashions, not merely for their private customers but for the entire world, such as Lelong, Patou, Poiret, Lanvin and the like.

There are about 60 such houses in Paris, of which perhaps 10 may be said to set the pace for the rest. Nearly all these houses are named after an individual person, although they may actually be operated by a corporation In some cases, amusingly enough, the individual in question is no longer with the same house, in which case the poor fashion critic must be very careful to distinguish between "M. So-and-So" and the "Maison So-and-So," or both may be very annoyed.

The head of the house is in some cases actually the designer of the garments which bear his name; in other cases he directs the activities of a group of "modellistes;" in yet other cases he is a business man purely.

How the Designer Works.

Some designers first sketch the models on paper. Others make them in miniature on a doll-sized dummy. Certain ones, who place first importance on line and silhouette, make their initial model on a living mannequin in muslin, which serves as a pattern for the dress to follow, while perhaps the greater number do the work of actual creation with real materials on the mannequin.

Once approved, this design is turned over to the workshop to be executed This workshop is an enormous affair and in the larger houses it is nothing unusual to find here 1,000 or 1,500 workers.

Four times a year the designer or group of designers is expected to turn out a complete collection of from 50 to 300 models

Original Models Expensive.

It is not exceptional for a single collection of one of the large houses to cost in excess of $25,000, which is considerable when we realize that these models themselves are not sold, but are used only for display purposes.

At the opening of a season this collection is displayed, always on living manhequins, first to the press and to the American buyers; then to the European buyers, and finally to the private clientele of the house.

The American and European buyers purchase models to be reproduced in greater or less number by manufacturers for department stores and specialty shops and the like. The private clients, of course, buy them for their own wardrobes.

Saleswoman Important.

In addition to the designers and the workrooms, there is another highly important group of individuals the "vendeuses" or saleswomen These women in order to be successful, must have diplomacy and tact, at least a certain amount of culture, shrewd ability in reading human nature, the knack of selling, endless patience and a score of other qualities. Yet if their work is difficult we must not overlook the fact that, as in other business the successful saleswoman is paid far more than those responsible for the creation and making of the models.

What we have told you is, to be sure, the barest of outlines, but if we find that it interests you we shall tell you more from time to time of the inside workings of the haute couture.

Au Revoir!

Wm Rosendorf

1215 G St. *Washington's Importing Furrier* Main 8663 Frank. 9285

Final Days of the January Clearance Sale OF Fur Coats

Your last opportunity to avail yourself of the wonderful values we are offering.

Reductions from 33⅓ to 50%



For Example—

Mole Coats, formerly $250. Now..... $125

Dark Muskrat Coats (fox trimmed), formerly $245. Now..... $129

Brown and Black Pony Coats (Fox Trimmed), formerly $225. Now... $119

Raccoon Coats, formerly $275. Now..... $189

Brown and Grey Caracul Coats (Fox and Wolf Trimmed), formerly $235. Now $110

Preseason offering of our Beautiful Foxes in the newest Spring Shades such as Red, Beige, Platinum, Brown, Pointed, Amber and Silver Brown, now at greatly reduced prices.

For Example—
A group of fine Red Foxes, formerly $39.50. Now $19.50

A small deposit reserves your selection
Charge Accounts Invited

M. PASTERNAK
1219 CONNECTICUT AVE.

Final Price Reductions Before Inventory

All sale groups revised to extreme low prices which will effect an immediate clearance.

Coats
for women and misses.
Original values, $165 and $175; NOW $85.
typically Pasternak in quality and tailoring. exceptional values at this low price.

VELVETEEN ENSEMBLE SUITS
for women and misses.
Unusual models, exquisitely made.
original value, $120; NOW $75

Dresses
for women and misses.
Sports Frocks reduced to $19.50.
Daytime Dresses reduced to $29.50.
Sports, Afternoon, Dinner Dresses reduced to $35.
Street, Afternoon, Dinner Dresses reduced to $59.50.

Hats
Informal and Formal Modes.
a group all below cost.
NOW $5

FUR COATS
Entire Group Drastically Re-priced.
These savings are indeed important, and the knowing woman and miss realize that it is Pasternak quality and exclusive workmanship that makes them so!

All sales final.

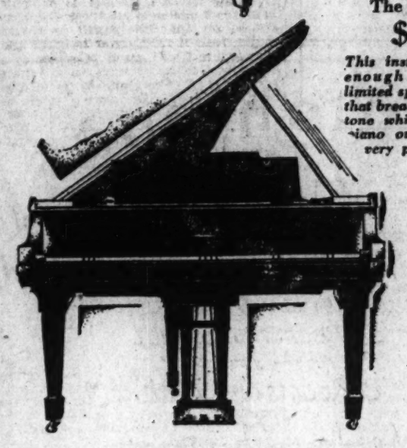
Droop's Music House
1300 "Gee"

THE STEINWAY YOU HAVE LONGED TO OWN IS WELL WITHIN YOUR REACH

Small Parlor Grand
$1875
A model for the home in which there is no space problem. This is the standard home size, and an instrument of amazing power and depth of tone.



The Baby Grand
$1400
This instrument is small enough for the most limited space, yet it retains that breadth and beauty of tone which a true grand piano ought to have. A very popular model.



IT COMES as a pleasant surprise to many people to learn that they can own a genuine Steinway — without delay, without financial strain, without inconvenience of any sort. It seems almost too good to be true! Yet thousands of people today own Steinways who thought they could not afford them.

The explanation is simply this: Steinways can now be had under a deferred payment plan which distributes the cost over a period of two years. And a 10% first payment places the instrument in your home *at once*. You can enjoy your Steinway *now*—and pay for it at your leisure.

This is news of real importance to music-lovers. It means that the loveliest and purest piano tone in the world can be theirs for a whole lifetime of enjoyment. It means all the difference between makeshift and permanence . . . between mediocrity and perfection. Drop in and select *your* instrument tomorrow.

A new Steinway piano can be bought from
$875 up
10% down *balance in two years*
Any Steinway piano may be purchased with a cash deposit of 10%, and the balance will be extended over a period of two years. Used pianos accepted in partial exchange.

E. F. DROOP & SONS CO.
1300 "GEE"

The PALAIS ROYAL
G Street at Eleventh Telephone Main 8780

Holeproof Hosiery—Endorsed by One of New York's Smartest Society Women

"Color, correctness . . . the first requisite of hosiery smartness . . . finds its perfect expression in the Lucile-created Holeproof shades."



TODAY, in our windows, we show the full text of the letter from which this quotation is taken . . . And with it we show Holeproof hosiery in colors which Lucile of Paris has created to harmonize with the season's outstanding shades. New York's smartest society women welcome Lucile's fashion authority and choose with security from Holeproof colors the one perfect shade for each ensemble.

From our collection of Holeproof hosiery you can choose the correct color for your costume . . . created by authority . . . approved by authority.

Service, sheer and chiffon hose with pointed heels; also service weight with square heels—
$1.95 pair

Main Floor.

Main Floor.

"What's in a name?" A lot— say the women who wear
Gage Hats for Spring



The first shipment of all spring Gage models will be shown tomorrow.

$5

Gage hats are synonymous, in the minds of the many women who wear them, with millinery smartness of the more tailored type. And these new models, all of spring straws, follow the lines of smart, new simplicity.

In the newest spring colors, too —Pandora green, Tide sand, purple, black, navy, Byrd blue, rose, aster, red and Brioche.

Plenty of large head sizes—and sizes for every woman.
Millinery—Third Floor.

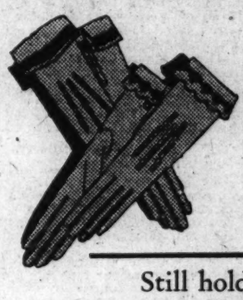
DO YOUR SHOPPING WHERE YOU CAN BUY MY PREPARATIONS.

Marie Earle Est. Paris 1910

Discriminating women insist on having Marie Earle preparations for use in their regular daily care of the skin. Well groomed women are using her cosmetics to enhance their natural loveliness. A complete selection is at your disposal at the Toilet Goods Section.

Main Floor.

Unusual Sale of Perrin's and Other French Kid Gloves



$5.50, $6, $6.50 qualities in many different but smart glove styles.

Gloves from Perrin, Trefousse and other French makers—novelty styles that are different—embroidered, beaded and applique trimmed gloves in two-toned, contrasting and bright color effects. In blonde, beige, mode, champagne, gray and other shades.

All sizes in the lot, but not in each style.

$3.50

Gloves—Main Floor.

Still holding interest for thrifty shoppers
JANUARY COAT SALE

Coats of established fashions—coats of fine fabrics, luxuriously furred and expertly tailored

Misses' $39.50 to $59.50 Fur Trimmed Coats

youthfully styled **$29.50** *plenty of black*

Coats of fine broadcloths mostly, trimmed with caracul, Manchurian wolf and beaverette—large collars and deep cuffs. Black and colors. 14 to 20 year sizes.

Women's $59.50 to $79.50 Fur Trimmed Coats

lavishly furred **$39.50** *black coats with black furs*

Broadcloth, broadtail cloth and velveteen coats, in black and the fashionable winter shades, trimmed with dark or light furs. Smart styles.



Coats—Third Floor.

ART

PAINTINGS CROWD ART GALLERIES.

By ADA RAINEY.

PAINTINGS by Karl Anderson are at the Yorke Gallery until the first of the month. In the group of 22 paintings there are portraits, landscapes with figures and idealistic paintings that have in them something of the illustrative element. The portrait of Anita Loos has been shown at the Corcoran Gallery as also "The Source," an imaginative painting of a white horse and a figure standing beside it which is one of the most important paintings in the group. It is effective and has an element of the land of dreams that takes hold of the mind.

The portrait of Miss Cozzens is done in a white dress, good as to surfaces, but someway the construction of the form is not convincing. One feels this quality of lack of construction in nearly all of the painter's work and yet he has the ability to construct his figures as he amply proved in the last biennial exhibition at the Corcoran with his portrait of Mrs. Buell, which received the Altman prize in New York. "Melissa," also in the same exhibition, was ably painted and a charming figure. In certain paintings in the present show one has the impression that the painter is feeling his way to another form of expression which he has not made entirely his own.

In "Transplanting," a painting with two figures in a garden, one sees good drawing and the figures against the background are well sustained. In the portrait of the "Artist's Daughter" there is spontaneity, and in "The Painter Freiseke" there is the contrast of the painter in his rough outdoor outfit, with his model seen in the background, an unusual way of presenting his subject. "The Serenade," a girl listening to a pierrot singing to her, is one of the happiest in the exhibition. In "Wisteria" and in one or two of the other paintings the color is somewhat forced, or, perhaps, it is that the artist has his individual way of seeing color. The purple hills of "Ripshin Road" are effective.

Beginning tomorrow there will be on view at the same gallery eight decorative panels by Olin Dows, of this city, to be shown there through Thursday. These panels have been done for a bathroom for a New York house. The artist is a pupil of Eugene Savage and Edward Gassins Taylor at the Yale Art School.

Reveal Children.

Caroline van H. Bean, at the Dunthorne Gallery, has an exhibition of portraits in oil and crayon and a series of water colors of New York street scenes. Her portraits of children in crayon are especially good. Most of these children are drawn with an undoubted vitality. This vitality is also the outstanding feature of the portrait of Ernest Seaton Thompson, which was accomplished in eight hours. This is not in itself a compliment, but in the present instance the artist has given us the impression of having captured the individuality of the man. It is the best portrait in the exhibition.

The two children of Mr. and Mrs. Arthur Foraker, of Washington, have been successfully done. This is the largest and most important painting in the group. In the portraits of Mr. and Mrs. Foraker the sense of life and of real personalities is not sustained so convincingly.

There are many other interesting portraits in the exhibition, and the artist has painted a number of well-known people in New York and elsewhere. Her water colors of scenes of New York streets are vital and effective. Movement is well conveyed. The water colors have the vitality of the modern paintings, yet they have the conservativeness of the old.

Mrs. Bean has exhibited her paintings in the New York Academy, Philadelphia Academy, Baltimore Water Color Club, the Corcoran Art Gallery, Chicago Art Institute and many others, while she has had "one-man shows" in the Ehrich, Milch, Ainslee and Faragil Galleries in New York. She has studied under Chase, Sargent and Bloomers in Holland. She is the daughter of Dr. Tarleton H. Bean, of the Smithsonian Institution, and later the director of the New York Aquarium and the State fish culturist of New York. Mrs. Bean has recently taken up her residence again in Washington and will be a decided addition to the art group here. The paintings will be on view all this week.

Arts Club Exhibit.

At the Arts Club the water colors by Roy Clark and Margarete Lent are on view in the lower rooms. The work of these two artists is different; there is a sense of contrast which brings out the excellences in both painters.

There are only twelve water colors by Miss Lent, who is well known in Washington and has recently received two prizes in the New York Water Color Club, one each in two different exhibitions. Her work is strong, rich in color and individual. She has a fine sense of design, which shows in "Trees" and "Twisted Tree Trunks." "The Passing Sail" and "Wharfs—Eastport" have good design, and the "Vistas" is especially excellent. There is a vibratory quality in Miss Lent's water colors that is especially attractive.

The work of Roy Clark, also of Washington, stands up well as it is placed side by side with Miss Lent's. Mr. Clark has forged ahead during the past few years and he has attained a clear, pellucid quality that is admirable. He has lost any quality of heaviness and overloading of pigment and has attained a rainbow iridescence in some of his paintings that is delightful.

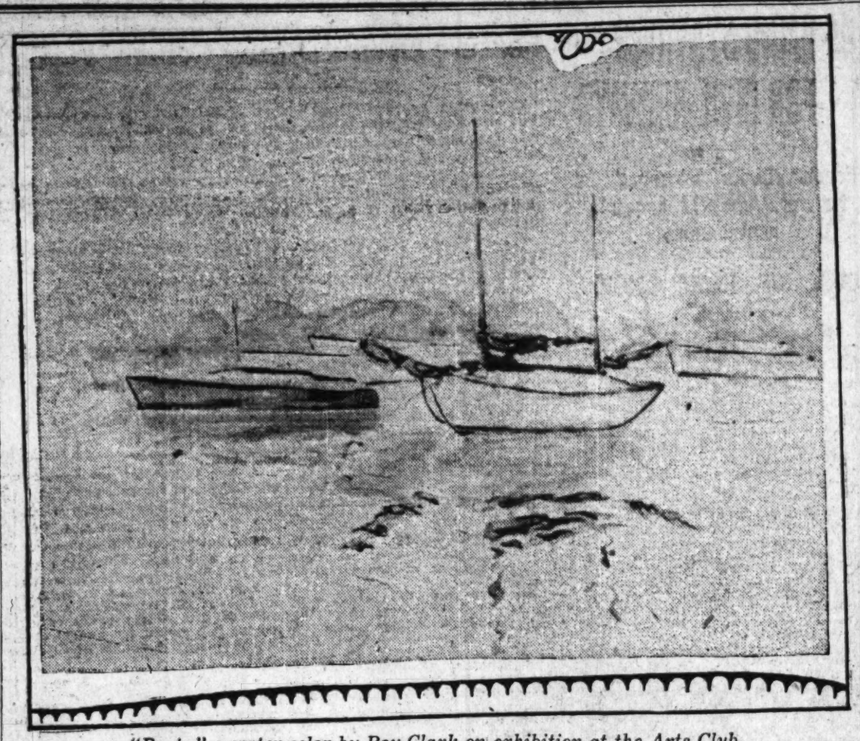
There are a number of boats shown in the present exhibition, in port and on the river, which sit in the water in a convincing manner. "Boats," "Along the Potomac," "A Bit of Red," "At the Wharf" and "By the Canal" are the most interesting of his paintings. There is a delicacy of line, a clearness of tone and a certain quality in all his work that is especially desirable. He never forces his medium and there is a command of his color which is used with rare discrimination. It is an altogether satisfactory exhibition.

In the upper room are water colors and black and white pen and ink paintings by Prentiss Taylor. There are a series of "arrangements" that are unusual and original.

In the series there are some pen and brush abstract "arrangements" for Keats' "Endymion" which is soon to be brought out. These were done at the MacDowell Colony at Peterborough last summer and are creative effects done in line, mass and rhythm.

In his color work, Mr. Taylor has a clear, vivid sense which is effective. He has a group of six costumes and one design for stage setting that are especially interesting. Then there are some paintings called "Abstractions," which are arrangements in color, line, mass and rhythm and are original and stimulating. "Presentiment," for one of Emily Dickinson's poems, is well organized. Then there are arrangements for some of Walt Whitman's songs, "The Children of Adam." The little exhibition is to be commended, as it shows the young artist feeling his way to something new and worth while. He is working out his own way of expression, uninfluenced by any painter or group, which is the only way any artist ever amounts to anything. He is sincerely seeking to find himself, which is an interesting experiment. His work has taken on a new quality since he last exhibited here and he is to be congratulated in this new expression of himself.

Some miniatures are by Katherine Page, of Virginia, who is an exhibitor at the Pennsylvania Academy. Her miniatures are of Sarah Virginia Elliott, John Oliver, Jean Da Costa, Mrs. Frances Hunt and a subject painting called "The Red Jacket." They are a good beginning for a young painter.



"Boats," a water color by Roy Clark on exhibition at the Arts Club.

Etchings Are Shown.

At the Smithsonian Building an exhibition of the etchings will be placed on exhibition beginning with tomorrow and continuing until February 24. The building is open from 9 until 4:30 every week day and from 1 until 4:30 on Sundays.

Miss Goldthwaite is an experienced American etcher and painter, whose work is well known to admirers of fine prints. She was born in Montgomery, Ala., and studied under Mielatz at the National Academy, New York. She has also studied at the Academie Moderne in Paris, and now lives in New York City.

Life in Alabama has given the artist colorful subject matter for some of her etchings. "Negro Women at a Fountain," "Southern Pines," "Cotton Wagons" are some of her etchings. But living and traveling in France has provided more numerous subjects and inspired a large group of varied and interesting prints. There is the large cafe scene called "At Montmarte," and the quiet "Marne at Chateau Thierry." From Brittany to the Rue du Cal de Grace has given her impressions.

In addition to landscapes and impressions of places, Miss Goldthwaite is also interested in animals, both as material for lifelike studies for stylized decorations. Of the latter there is a "Cow and Calf," very simply treated and reminiscent of a Minoan fresco design. The "Herd of Deer" is also a flat decoration like a Persian illumination. But "The Major and Minnie" is a detailed portrait of a particular dog and cat.

The artist's most able work is seen in her portrait studies of people. These are carried out with a very economical use of line, each stroke adding to the effect she wishes to gain. There is skillful characterization and individuality about each one of the portraits which gives them vitality. Hugh Walpole and Harold Bauer are some of the subjects in the portrait group. There is considerable variety in this exhibition, but there is a recognizable characteristic appearing in all the prints. There is a certain directness and simplicity of method by which a few lines express much.

By Pen Women.

The League of American Pen Women have been holding art exhibitions from time to time and they have become more and more popular on account of their quality. The first exhibition was held in New York three years ago, and is to be followed by another this year which is now being arranged by Ethel Heaven Hamilton, well known in this city, who has been chairman of the exhibits from the beginning.

The dates for the coming exhibition are from March 9 to 21 and it will be held in the Barnard Club Galleries, Fifty-seventh street. Artist members of the District of Columbia are already selecting their work which will be forwarded to the jury. Landscapes, marines, flowers and other still life paintings in oils, water colors and pastels are eligible. Special attention will be paid to miniatures. Sculpture will be accepted as far as space will permit and there will be a small section devoted to etchings.

Two prizes are being offered, $100 for the best painting and $100 for the best piece of sculpture, and honorable mention will be made by the judges, who will be chosen from outside the ranks of the club membership.

A new arrangement of the paintings of the Phillips Memorial Gallery will be made beginning Saturday. There will be a memorial exhibition of the works of Arthur Davies, who recently died in Italy. Fifteen of his paintings will be placed on view in the lower room or library in the transcept. The paintings by Daumier and Ryder will be kept in place. In the "Little Gallery" above the water colors by John Marin will be shown and in the large or main exhibition room there will be a rearrangement of paintings and the special showing of Darain's "Mme. Mano, the Dancer." This gallery is opened to the public on the afternoons of Tuesday, Saturday and Sunday from 2 until 6 o'clock.

It is not realized by the public that the Textile Museum at 2330 S street is opened to the public by card which can be obtained by application at the office of George H. Myers, 1508 Fifteenth street. This museum contains some of the choicest textiles to be found and is considered one of the finest in the country. There are rare Coptic tapestries, rugs from the Near and Far East, embroideries ancient and rare, and all are shown in a manner at once artistic and unusual. It is one of the choice things in the city.

New Coolidge Portrait.

Ercole Cartotto ha just completed a portrait of President Coolidge which will be exhibited in the Corcoran Gallery for two weeks, beginning Monday. It will be remembered that the same artist painted a portrait of the President a year or so ago which was excellent and which was also shown in the Corcoran Gallery at that time.

Ethel Frances Munday will have an exhibition of portraits in wax in color at the Corcoran Gallery beginning next Sunday and continuing until the 17th. Miss Munday has revived this unique art and has made many experiments in this medium, as very little was known of the old portraiturists. Wax as a medium for portraiture is capable of the most delicate modeling, and when used in color the most exquisite results are possible.

Both the Water Color Club's exhibition and the sculptures of Malvina Hoffman will be held over through next Sunday and can then be seen. The Hoffman exhibition of sculptures has awakened much enthusiasm. Many have returned again and again to see the works and to marvel at the power and versatility of the sculptor. It seems impossible that one artist should have modeled all the different works shown at the gallery, for there are large works and small in all mediums and many different styles of expression.

The committee of the inaugural charity ball poster competition offers a competition with prizes, for the best posters advertising the ball. Size of posters to be approximately 20 by 26 inches, to be on stiff cardboard, brilliant in color, easy to read, and have a white margin all round at least 1 inch wide.

Posters are to be delivered addressed to Poster Competition, to Roland Robbins, Transportation Building, on or before Wednesday, February 13.

The designer's name and address to be in a sealed envelope on the back of each poster. No poster will be judged with designer's name on its front. The prizes are: First, $10 in gold; second, $5 in gold; third and fourth, $2.50 in gold each.

Besides the prizes, the 30 designers whose posters are considered worthy, will receive $2 each, to cover the expense of their materials. This is the first time artists have been offered payment for submitting designs in a poster competition.

The committee of awards, whose decision will be final, is Miss Lelia Mechlin, Mrs. William Penn Cresson, Miss Ada Rainey, Duncan Phillips and Clifford K. Berryman.

The poster committee is Eben F. Comins, chairman; C. Powell Minnegerode and John Delbert.

Current Exhibitions

CORCORAN GALLERY OF ART—Washington Water Color Club, sculptures and drawings by Malvina Hoffman through February 3. Permanent collection of paintings, sculptures, faience, furniture, textiles, laces, &c.

SMITHSONIAN BUILDING—Etchings by Anne Goldthwaite, January 28-February 24.

NATIONAL GALLERY OF ART—Permanent collection of paintings and sculpture.

FREER GALLERY—Permanent collection of American paintings, Whistler etchings and Far Eastern art.

U. S. NATIONAL MUSEUM (Arts and Industries Building)—Pictural figure studies by George J. Hughes, of Scotland. Until March 1.

THE ARTS CLUB, 2017 I street—Water colors by Roy Clark and Margarete Lent. Illustrations by Prentiss Taylor; miniatures by Katherine Page. Until February 2.

PHILLIPS MEMORIAL GALLERY, 1608 Twenty-first street—Open Tuesdays, Saturdays and Sundays, 2 to 6. Water colors by John Marin, paintings by Arthur B. Davies and other contemporary paintings.

TEXTILE MUSEUM, 2330 S street—Rugs and textiles of the Near and Far East. Admission by card obtained at office of George H. Myers, 1508 H street.

DUNTHORNE GALLERY, 1726 Connecticut avenue—Portraits in oil and crayon by Caroline Bean. Until February 9.

YORKE GALLERY, 2000 S street—Paintings by Karl Anderson until February 7. Decorative panels by Olin Dows, until January 31.

LORRAINE GALLERY, 1615 Connecticut avenue—American paintings.

William Lyon Phelps
on
Ants, Conies, Locusts and Spiders

The thirtieth chapter of the Book of Proverbs is first-rate literature, both in thought and in style. It is profound and original in its diagnosis of human nature, and its observations show imagination, beauty, humor, and whimsicality. The philosopher who wrote it, although he knew more about life than most persons, confesses that certain things are inexplicable. The way of an eagle in the air; which, when it is completely understood, will make airplanes safe. The way of a ship in the midst of the sea; for the deepwater sailors of Tyre and Sidon were the wonder of the Jews. The way of a serpent on a rock; which progresses smoothly and swiftly without any legs. The way of a man with a maid, which has been the chief subject of the poetry, drama, and prose fiction of the world. To these marvels he adds another.

"Such is the way of the adulterous woman; she eateth, and wipeth her mouth, and saith, I have done no wickedness."

It is wonderful that those whose behavior is most evil are often least troubled by conscience. They view themselves and their actions with smug complacency, whereas the saints of God suffer from a continual sense of imperfection. Of course, having an ideal, measuring themselves by a standard, saints realize their deficiencies.

I saw a play on the New York stage a little while ago in which an adulteress declared that she felt no remorse and no sense of guilt. She seemed to think she was saying something original; but if she had been familiar with the Bible, she would have known that the rotters and wasters and the self-lovers have almost always felt just that way.

The old philosopher also remarks that there are certain things which the earth can not endure. He proceeds to specify. A fool when he is filled with meat, an empty head and a full stomach being to observers a combination intolerable. An odious woman when she is married; respectability and an assured social position magnify her naturally offensive manner. A servant when he reigneth, and an handmaid that is heir to her mistress. Rudyard Kipling wrote a poem on this text, and Fannie Hurst has told us exactly how the experiment works out in Russia—no more attractive today than it was centuries ago in Palestine.

After having pointed out some of these people who smell the worst, the writer turns his attention to things that are more inspiring. This wise man learned lessons of immortal wisdom from lowly animals, even from insects.

There be four things which are little upon the earth, but they are exceeding wise.

The ants are a people not strong, yet they prepare their meat in the summer.

The conies are but a feeble folk, yet make their houses in the rocks.

The locusts have no king, yet go they forth all of them by bands.

The spider taketh hold with her hands, and is in kings' palaces.

The ants are often so small that they are hardly visible to the naked eye, yet they display extraordinary foresight, surpassing in this respect the majority of men and women. They believe in preparedness, not the preparedness for destruction of life and property, but preparedness for comfort and security. When the weather is warm and pleasant, they lay by food for the evil days they have enough wisdom gleaned from experience and enough imagination to feel that the summer will not last. In the midst of the genial heat of the sun, they see with the eye of the mind the bleak winter, and they get ready for it.

Emma Eames says in her autobiography that when she began to earn enormous sums as an opera singer, a woman gave her some advice for which she has always been grateful. This woman told her to regard her salary not as income, but as principal. It is probable that the majority of people who earn vast sums with their voice or with their fists or with their art die in abject poverty; and there is only one thing worse than dying in abject poverty, and that is, living in it. Unlike the ants, they make no proper use of the sunshine.

The conies were the rabbits of Syria, so feeble, so weak, so tender, that one could almost kill them with a blow of the finger. But these conies had no illusions. They were not self-deceived. Realizing their lack of defensive armor, they made their houses in the rocks. Thus the moment they go inside the rocks, they were just as strong as the rocks. They united their weakness to impregnable strength, which the resources of applied science have for centuries been trying to do for man.

No man can run 60 miles an hour; but if he gets into a train, he is just as fast as the train. No man can fly, but he can make the airplane fly with him. He becomes strong and swift by uniting himself to forces that have strength and speed. There is a fine old text in the bible, "The Lord is a strong tower; the righteous runneth into it, and he is safe."

The locusts are the only living beings that have made the world safe for democracy. They are the only ones that have actually learned the secret of cooperation. They have absolutely no overhead charges. They do not have to support a king, or pay a horde of professional politicians and government officials to manage them, while they themselves do the work. By some masterly system of "Get-together," they perfect an excellent organization without leadership, without an idle aristocracy, and without internal dissension. That is more than any collection of human beings have ever been able to accomplish.

The spider is an ugly, repulsive insect, but he takes hold with hands and dwells in royal palaces. He is not content with being a spider and doing the day's work on a low level. He has aspiration. He finds something more than daily food and shelter necessary to his scheme of life. He will have beauty, he will have splendor. Thus by the sublime and divine gift of aspiration, the humblest individual abides in the palace of the king.

Four good qualities learned from the observation of animal life—foresight, security, cooperation, aspiration.

(Copyright, 1929.)

HOME. By Kathleen Norris. (E. P. Dutton & Co., New York.)

There is no modern novelist who paints with pen more striking pictures of home than Kathleen Norris. The domestic atmosphere she puts into her stories is most refreshing. So she brings to her attractive little book "Home" the point of view of one who knows whereof she writes.

Furthermore, Mrs. Norris gives a recipe, which, if followed closely, would mean the renaissance of the American home the most desired development in this country today.

Mrs. Norris tells us of the American home of yesterday, and shows how it can be recaptured under modern conditions. As she truly says: "The building of a family remains the great adventure, the road that is always new. It is not for every man and woman to undertake it, it is a happiness, a fulfillment not granted to all. But, ah, the glory and the beauty and the triumph of the dreaded fifties and sixties and seventies to the man and woman who begin them deeply established in a real home of their own creating!"

Books

PHILOSOPHY OF MARRIAGE EXPLAINED

Those who were instructed and charmed with "Why We Behave" will rejoice that George A. Dorsey, one of America's leading psychologists, has written another book, "Hows and Whys of Human Behavior" (Harper & Bros., New York, which throws new and valuable light on the complexities of human nature.

Realizing how diverse his readers would prove to be, Mr. Dorsey used much of the vernacular and the argot of everyday living in which to tell his truly scientific story. Furthermore, he made it entertaining, a course which others writing along similar lines could follow profitably. Yet at no time does Dr. Dorsey—he is a Ph. D.—sacrifice the scientific point of view to make a popular holiday. His book is sound from the technicality and ready to pass the most stringent test of his brothers in that field—the most fascinating of all—the story of the human mind and body.

Long ago a Greek sage remarked: "Know thyself. The proper study of mankind is man." Pope repeated it a dozen centuries or so later, yet the truth in it is eternal.

Dr. Dorsey has written his book with an eye to producing a happier frame of mind generally in his readers. He believes that happiness is the normal state of man, and, furthermore, that it is within the grasp of every one, rich and poor, young and old, if they will but have it so. He declares: "After all, life without happiness is abnormal, slavish and pathologic. If we are not the happiest people in the world, it is not the world's fault. It is our own." With that high ideal as his goal he proceeds to show mankind how it can be achieved.

Many a disillusioned husband will wish he had read the chapter "Why Do We Fall for Each Other" before he bound himself up in matrimonial chains. And the same wish will linger in the mind of the party of the second part, as well. He finds the business of falling in love a complex one, as it is. He has a high opinion of love, and marriage, too. All his scientific investigation has not altered his belief, so why should we despair?

"The most wonderful thing in the world is love," writes Dr. Dorsey, "love of man for woman, love of woman for man; nothing else can be so lovable, nothing else can be so perfect. No other relationship can be so beautifully, normally, naturally and eternally complete. It is, of all human institutions the most ancient and the most honorable; it is the keystone of human families, which are the pillars of all human society."

The book abounds with references to our cortex, the outer lining of the brain, the great central telephone exchange of the body, and this is particularly true of the chapter wherein this authority discusses the topic, "Why Do You Sleep So Much?"

Dr. Dorsey takes a bold step when he attempts the answer to the universal question: "How Can We Be Happy Though Married?" He sets down as a general proposition that "no marriage can run a happy course unless both partners play the game honestly, lovingly, fearlessly and patiently. For marriage is a game. It is more than a partnership or a contract or a promise; it is a play in which human emotions must inevitably predominate."

There is a great temptation to give more quotations from this book. This would be a mistaken kindness, however. For to get the full benefit of it one should read it from cover to cover and then would find himself possessed of a fuller and in many ways an adequate knowledge of "Hows and Whys of Human Behavior." Dr. Dorsey is to be congratulated over his successful answers to the questions raised in over 12,000 letters received since the publication of his last book. E. E. P.

ENGLAND HAS NEW HARDY IN FREEMAN

English literature, which suffered a great loss in 1928 in the death of Thomas Hardy, can find some compensation in the work of H. W. Freeman, a young English novelist, whose latest book, "Joseph and His Brethren" (Henry Holt & Co., New York), is distinctly Hardyesque in general treatment and contains rich promise of greater works to come.

Mr. Freeman, like Hardy and other great masters of fiction writing, does not content himself with sketchy outlines of his characters. He paints them into the canvas with meticulous care and infinite attention to detail. In an age when speed appears to be the sumum bonum of humanity the sketchy type may at first glance seem to be the most satisfactory. In reality it is not.

For the characters one reads in a book should live and move and have their being in one's memory thereafter. This is the charm of Dickens, Thackeray, Scott and all the elder brothers of literature; their dramatis personae can never be forgotten and we even try to duplicate them in the personalities of those we meet in our daily lives. This feat can only be achieved by the accurate delineating of fictional characters.

Thus Joseph and his brethren remain in our memories as men of brawn, toil and human to the last degree. They are men whose lives have been spent close to the soil and who have the homely point of view of those who have acquired all of their knowledge from the book of Dame Nature herself. Yet they can rise to heroic heights also when the land which is dear to them is seized by the alien woman who is brought among them through the foolishness of one of the brothers. Nor is humor lacking from the recital any more than it is from the daily lives of men and women who live simple, useful lives close to the beating heart of Mother Earth.

Something of the sturdy nature of the Suffolk folk, where Freeman has located his book, can be seen in the many sacrifices made to regain possession of the land which was so dear to them.

There is an independence about these farmer folk of Suffolk which proves that they are neither serfs nor slaves nor earth-enslaved peasants. The earth is their friend and comrade—not their captor and ruler. This phase has been brought out in striking fashion by Freeman. After all is said, the farm is the subject of the book, the central theme as it were and the whole story centers around it. There are four life-like romances told in the book, yet they too are made to fit within the farm setting.

No man or woman who ever loved the smell of the good red earth, saw the dew on the grass and trees in the early morning like a shower of sparkling diamonds, whose heart has leaped to the call of the lark high in the sky or the sweet clear note of the robin but will find solid pleasure and enjoyment in this book. And, furthermore, it is safe to predict that the 85,000 copies contained in the first printing according to the announcement soon will be exhausted.

A comprehensive preface to the book was written by R. H. Mottram, who calls our attention to the undeniable fact that "it is with eternity, too, not merely with East Suffolk that the book deals. When Nance says 'If Ted do take a glass too much, now and again, he don't when we're married. He love me, I tell you, and I love him' are not all women speaking."

Yes, womankind is the same confiding type in Suffolk or in Washington, D. C., and this knowledge is one of the things which gives Freeman's novel its universal and certain appeal.

V. P. W.



End paper design for "Mamba's Daughters," by DuBose Heyward. This drawing, representing the pageant of life in Charleston, is by Harold Von Schmidt.

LINCOLN LITERATURE GROWS AS BIRTHDAY DRAWS NEAR; LIVES OF ANCIENTS POPULAR

By ELISABETH E. POE.

America will celebrate on February 12 the 120th anniversary of the birth of Abraham Lincoln, and this Nation-wide observance of the day will emphasize the fact that there is a literary renaissance in regard to Lincoln, growing in intensity with each passing year.

On all sides publishers are busy preparing to publish Lincolnia in some form or other, and there is even a controversy raging about the authenticity of certain letters relating to his romance with Ann Rutledge, which were heralded by the prominent monthly which featured them as one of the greatest discoveries of the day.

It is a matter of regret to all that Robert Todd Lincoln, who died several years ago in Georgetown, and who was the surviving son of Abraham Lincoln, did not write the memoirs of his father from the mass of private papers and documents he willed to the Library of Congress with the explicit instructions that they were not to be made public until the passage of 21 years. No one can question the right of Robert Todd Lincoln to take such a step. But he had reached his maturity during his father's lifetime, and even served as an officer in the Union Army, and his personal recollections of his great father would have made clear many points which might not be so well known to historians of the future, who face the task of presenting these papers to the public.

A wiser course would appear to be that of Viscount Gladstone, whose monumental work, "After Thirty Years," gives us new lights upon his father, the famous grand old man of England, William E. Gladstone. Much, of course, had been written of this great Englishman, and John Morley's biography is of unquestioned value. But Lord Gladstone's volume is, in a way, supplementary to that work, for it gives us aspects of his father which Lord Morley omitted. It disposes of current myths and credulities, and reviews Gladstone's opinion of Disraeli, his attitude on social questions, his policy on Majuba, Kartoum and Ireland, and gives in addition an admirable summary of his political career. The son also presents, in full, what his father recorded of his associations with Queen Victoria, and makes frank comments upon her letters. Altogether this book is regarded in England as a final assessment of a great Englishman.

America Today.

Speaking of England, J. A. Spender, the brilliant London journalist, has just brought out a volume, "America Today," which treats this fair land rather more kindly than did Charles Dickens in the early part of the nineteenth century. Of course, Dickens was irritated by copyright pirating of his immortal works, but Mr. Spender gazes on America with the eyes of impartiality and interest and, therefore, is just.

"An amazing interest is taken in the lives of the ancients just now. Perhaps the zeal for explorations and excavations may accomplish for this literary trend in part. But not altogether, of course. It is all the more strange when some modern institutions of learning are putting Latin and Greek on the noncompulsory list of studies. It is as if the noble pagans are making their last stand for attention. Anyway, publishers' announcements teem with lives and reprints and commentaries of the great and good of antiquity and what is still more astounding these works have great sales and even approach the class of best sellers. Much of this material, to add, comes to us in the form of fictionized biography—that lowest form of telling about a man after he is dead.

The Public Library of New York City has been selected as the custodian of the newly created Authors League of America Memorial Library. This will make the New York institution a national repository of signed copies of the first editions of American authors of the present and future. In the collection will be a signed copy of the first edition of any book brought out by a member of the Authors League of America. This will preserve these works for posterity in a most secure and scientific manner and will be of great value in the years to come.

About Clemenceau.

"In all my experience," notes Col. House in his war diary, "I have never met a man who made upon me a more lasting impression than Clemenceau. Squat of figure, with massive head, penetrating eyes, wide apart and crowded by heavy irregular eyebrows overhanging mustache, high cheekbones, he presents with his eternal skullcap and suede gloves a gnome-like appearance. * * * He came at problems by direct attack. * * * His courage was too unyielding to permit of dissimulation. He was afraid of nothing, present or to come, and least of all mere man." The above description is taken from "The Intimate Papers of Col. House," the third and fourth volumes of which have just been issued.

"London seems to have changed," writes Walter S. Hinchman to his friends at Houghton Mifflin Co., publishers of his new book of essays, "Pedestrian Papers." "It has a restless, nervous hurry not noticeable elsewhere in England; yet it is not the hurry, full of confidence and dash, which one meets in New York. New Yorkers may be going to hell (as I strongly suspect), but they act as if they had bought the right tickets. Londoners, on the other hand, don't seem to be going anywhere—just oscillating."

The recent announcement by the Literary Guild of its selection of "An Anthology of World Poetry" as its December choice calls the work "the most extensive collection of its kind." Albert Boni, of Albert & Charles Boni, Inc., publishers of the book, declares emphatically, "the anthology is not 'the most extensive collection of its kind.' It is the first anthology and only anthology of its kind because never before has there been an effort made to gather a representative collection of the world's poetry in English, and to the best of my knowledge no similar effort has been made in any other language."

George M. Wrong, formerly professor of history in the University of Toronto, tells the whole story of France in interesting detail in "The Rise and Fall of New France." He links the history of France itself with that of Canada. There are interesting pictures of the Courts of Louis XIV and Louis XV and their relations to the planting of French culture in America.

There is an important chapter on French feudalism in Canada; another on the struggle of English and French for Hudson Bay and for the mastery of the prairie country, and still others dealing with the building of the French fortress of Louisberg, with Washington's efforts to check the French on the Ohio, and with the last and successful effort which England made, guided by the genius of Pitt, resulting in the conquest of New France.

About Stalky.

The "Stalky" of Rudyard Kipling's famous story is the modest hero of a new book called "Stalky's Reminiscences," just published by Macmillan ($2.50). "Stalky" is now Maj. Gen. L. C. Dunsterville, and the eventful story of his life begins with a lively account of his adventures at school in Devonshire with his chums, Kipling and Beresford, and continues with his far from tame experiences in the British Army—in Malta, in India, and in the World War. Gen. Dunsterville was, probably the only man in the war who gave his name to his command, and the adventure of "Dunsterforce" in itself constitutes a sufficiently Stalky-like episode.

Everything seemed to come easily and amusingly to Stalky, from baiting schoolmasters to training Indian soldiers or raising Russian levies.

Hugo Wast, best-known of the South American writers, whose novel, "Black Valley," was awarded the Royal Spanish Academy prize, has recently been elected a member of the Royal Spanish Academy. His novel, "Stone Desert," winner of the $30,000 Argentine National Prize is on the publication list of Longmans, Green & Co., who are also the publishers of the translation of "Black Valley."

Owing to the illness of his eleven children, all of whom had the grip while in Paris, Hugo Wast was unable to accept the invitation of the Japanese government to attend the feast of the Coronation.

While India has the largest percentage of child marriages in the world, child marriage is not confined to India alone.

Savel Zimand's book, "Living India," contains some startling statistics on child marriage in America. According to the estimates reached in the scientific inquiry of the Russell Sage Foundation on "Child Marriages" in 1925 made by Miss Mary E. Richmond and Mr. Fred S. Hall, approximately 348,000 women and girls who are living in the United States today began their married lives as child brides (of 16 or less) within the last 36 years. This estimate does not include a good many still living prior to 1890.

Prophetic.

The effect of sumptuary legislation restricting individual freedom of habits was foreseen 40 years ago by Susan B. Anthony, the mother of woman's suffrage.

In Rheta Childe Dorr's new biography of "Susan B. Anthony, the Woman Who Changed the Mind of a Nation," published by Frederick A. Stokes Co., Miss Dorr writes: "Susan often said that petty reforms, special legislation restricting individual freedom of habits, smoking, Sunday observance, was a dangerous thing. It would, she pointed out, eventually lead to a government interference with personal liberty, and even to a system of espionage amounting to tyranny. How prophetic was her vision is hardly necessary to remark."

Perhaps the most interesting of the recent publications of the Oxford University Press, New York, is "Lady Louisa Stuart's Notes on George Selwyn and His Contemporaries," by John Heneage Jesse, edited from the original manuscript by W. S. Lewis; it is a continuation of Horace Walpole's "Miscellaneous Antiquities, or a Collection of Curious Papers." Mr. Lewis' acquisition of the Lady Louisa manuscript was another of those accidental literary discoveries which serve to sustain the collector's faith in fairies. This number with its vivid pictures of eighteenth century figures will be an important addition to the too small bibliography of a brilliant woman.

In the chapter in "Shapes That Pass," Houghton Mifflin Co., devoted to reminiscences of the pre-Raphaelites, Julian Hawthorne has much to say about Ruskin who at first appeared to him as "a soft brown hat, brownish clothes, well worn, a drifting brownish beard and vague forlorn eyes that fixed upon nothing. He drifted from one to the other side of the way, like a blown autumn leaf, astray in a lamentable place. Ruskin was not a man, nor of earth, and the scenes that he described and the thoughts that he uttered were not mortal. He was fitted to instill the ethics of the dust and the political economy of the skies into young women; but after they had become wives and mothers they forsook him for the cook book." Then Mr. Hawthorne adds: "I liked him best in his tantrums."

Latest Books Tersely Reviewed

TIME AND TIDE AND MUNERA PULVERIS. By John Ruskin. (The MacMillan Co., New York.)

This is another of the Modern Readers' series in the publication of which the MacMillan Co. is doing such yeoman service to the cause of good literature. Classics, like wine, improve with age and to present them in a more attractive and convenient dress is a boon to the literary minded.

The beautiful prose of John Ruskin grows better with the years. This particular volume deals with political economy and it is treated by a master. "Time and Tide" are a group of letters written by Ruskin to Thomas Dixon, a cork cutter of Sunderland, concerning the present and the future of the English workman. The six essays which comprise "Munera Pulveris" are also concerned with political economy. The author's perception of this subject was prophetic and suited to the age in which he was writing. He held the theory that the laboring man's life need not be devoid of beauty or aspiration. How pleased he would be were it possible for him to see the attractive homes of American workmen today with their comforts and luxuries known only to the rich of his own generation.

THE STORY OF ENGINEERING IN AMERICA. By Chelsea Fraser. (Thomas Y. Crowell Co., New York.)

On the verge of what promises to be an "engineering administration," with the world's most renowned engineer at the helm of the ship of state, such a book as this is printed at a most opportune moment in recalling to us the feats of the engineers who built America.

The term engineering has become all inclusive in the last few years and no longer means simply the civil or the mining engineer but has much wider ramification than that.

The author has given a bird's-eye view of the entire engineering problem as it is known today and in the several chapters deals with roads, railroads, bridges, tunnels and subways, dams and reservoirs, canals, harbor improvements, lighthouses, mines and buildings.

His book will not only interest the adult into whose hands it may happen to fall but it will also serve as a source of inspiration for the boy to whom it will bring suggestions for a life career of great usefulness and interest.

IS THIS WILSON? Messages accredited to Woodrow Wilson received by Mrs. C. A. Dawson Scott. Introduction by Edward S. Martin. (E. P. Dutton & Co., New York.)

Interest in psychic revelations was recently revived by the supposed Houdini messages. Therefore, this book will be eagerly read, but to the discerning it does not bear the hallmark of genuineness. The style is very un-Wilsonesque, and the admirers of the literary abilities of the late Wilson will search in vain for the beautiful phraseology and exquisite diction which distinguished his earthly writings.

It is hard to believe that passage into a higher sphere of existence would mean the reduction of the brilliant mind of Woodrow Wilson to the commonplace. Yet that is what appears to have happened, according to Mrs. C. A. Dawson Scott, who is said to have been responsible for the communications which she contended had been given to her by W. T. Stead.

That such a book will prove disagreeable to Mr. Wilson's family and friends is hardly to be doubted. It is a wonder that a reputable publisher would bring it out without consultation with those nearest and dearest to Wilson, who, naturally, might object to its publication. At times the style is prosy, and where was that element ever found in Wilson's earthly writings or conversations?

Such an incident makes one long for "medium insurance" after departure from these mortal scenes.

THE UNITED STATES IN THE AIR. By Maj. Gen. Mason M. Patrick. (Doubleday, Doran & Co., New York.)

In this book is a thrilling story of the development of the Army Air Corps from its beginning in the World War. It is to some extent an autobiography, but Gen. Patrick has made it much more than this, for along with the story of his own life is woven the story of the service he loves so well.

Gen. Patrick does not hesitate to declare that the Army Air Corps must do its utmost to "promote, in every way, the commercial use of airplanes." From the civilian aviators must be drawn the chief strength of the Army and other service air corps in time of war, and Gen. Patrick, in his direct, soldier fashion, tells the reasons why this must be so.

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RADIO COMMISSION'S LIFE MUCH DOUBTED

Progress of Bill Extending Term Is Dragging, Carrying Peril.

HOOVER'S VIEW SOUGHT

Radio Act of 1927.
Passed House .....March 15
Passed Senate.....July 2
Radio Act of 1928.
Passed Senate.....February 7
Passed House.....March 28
Radio Bills of 1929.

Bills to continue Federal Radio Commission have not yet been passed by either House or Senate. Unless Congress acts in the meantime, the terms of the present commissioners will expire February 23 and the active life of the commission March 15.

By LYNNE M. LAMM.

There is considerable speculation in Washington among interested parties as to whether any legislation is going to be passed at the present session of Congress, prolonging the life of the Federal Radio Commission, as provided for in the bills introduced by Representative Wallace H. White, jr., of Maine, chairman of the House committee on merchant marine and fisheries, and Senator James E. Watson, of Indiana, chairman of the interstate commerce committee. These are the two committees in charge of radio legislation in Congress.

It is a matter of common knowledge, among those who follow the legislative sessions of Congress, that toward the end of a short session many bills fall by the wayside which would otherwise be passed, owing to the insistence of some members for legislation in which they are especially interested. It is questionable whether any one is going to take that position in connection with radio legislation.

White Not Enthusiastic.

Representative White is probably one of the best-informed members of the House regarding radio matters, and he said it was his opinion that the chances of the passage of radio legislation in the House were just about even. He based this partly on the fact that the present session has not much longer to function and partly on the fact that unquestionably there are many members of the House who are very much opposed to continuing the life of the commission.

As a matter of fact, hearings before the White committee on his bill to extend the life of the commission for one year, are dragging along almost interminably. They are still being held as this is written, having been going on for close on to two weeks.

The hearings have been moving slowly because many members of the committee know little or nothing about the question of radio and they have evidently decided to take this opportunity to become informed. One of the members of the committee, during the course of the hearings, for instance, questioned a witness on the meaning of a watt, kilocycle, cleared channel and similar elemental questions. It is not the statements of the witnesses, themselves, which have taken the time for testimony, but the detailed cross-examination to which they have been subjected. This cross-examination has seemed out of place owing to the fact that the various members of the committee thoroughly understand that no general radio bill can become law at this short session. The most that is hoped for, is a simple bill prolonging the life of the commission for a period of one year.

Qu Action Necessary.

One thing is certain, however, if any radio legislation is to become law at this session, some very quick action will have to be taken, because of the crowded condition of the dockets at both ends of the Capitol. In fact, it is practically certain that a special rule will have to be obtained in the House, while it will require some good leadership in the Senate to get any reasonably quick action.

In the meantime also, those interested in radio matters have been anxious to ascertain what the President-elect, Mr. Hoover, thinks of the continuance of the commission for another year. Both Representative White and Representative Free, of California, a personal friend of Mr. Hoover, have made an effort to find out what he thinks, but apparently without avail.

On the one hand, there is a report from some one close to Mr. Hoover that he will not express himself on the radio legislation. On the other, it is reported from a very good authority, that prior to his going to South America, Mr. Hoover did express his opinion that it might be well to have the life of the commission continued for another year, until he could get around to looking into the matter more carefully, after having solved some of the other more pressing problems. This last-named view, however, on the part of the President-elect, can not be confirmed.

Lafount Decries Flood of Letters

Petitions for Concessions Will Do No Good, Says Commissioner.

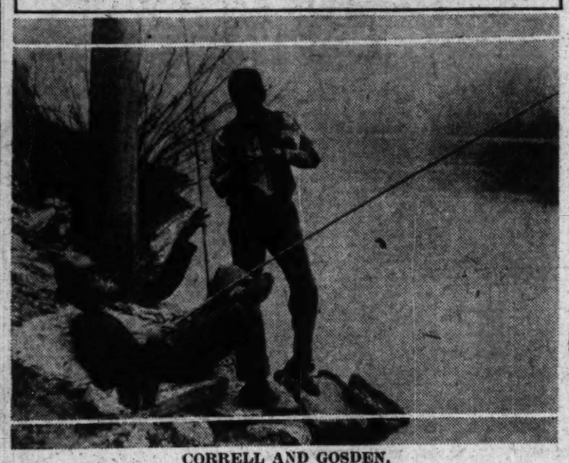
Commissioner Harold A. Lafount, of the Western zone, has put his foot down on the deluge of inspired letters addressed to the Radio Commission.

"Station owners should not ask their listeners to write to the commission in support of applications or concessions such as, more time, increased power and change of frequency," Mr. Lafount declared. "The listening public generally are not advised, and therefore do not know that what they may be applying for can not be given without being taken from some one else. The general opinion is that the supply is limitless, but the facts are that the opposite is true.

"Hundreds of letters from listeners from my zone express indignation over stations using records and failing so to announce. Thousands of other letters quote sales talks, prices, given over the radio by many stations. My opinion is that such broadcasting will be considered as 'personal business,' not public interest, convenience or necessity."

CARL W. DAUBER
RADIO SERVICE ELECTRIC
2320-24 Eighteenth St. N.W.
Columbia 1353, 1354, 1355

"AMOS 'N' ANDY" TAKE A DAY OFF



CORRELL AND GOSDEN,
better known to radio fans as "Amos 'n' Andy," now heard via phonograph records from Station WOL, as they appear when lured away from the microphone for a quiet day with rod and line.

RADIO PROGRAMS

WRC—Radio Corporation of America. (315.6 Meters, 950 Kilocycles.)
11 a. m. to noon—Service from Church of the Epiphany. The Rev. Dr. Z. B. Phillips will preach.
1:30 p. m.—Peerless Reproducers.
2 p. m.—The Roxy Symphony concert.
3 p. m.—Dr. Stephen Wise.
4 p. m.—Special patriotic service from Washington Cathedral.
5:30 p. m.—Twilight voices.
5:55 p. m.—Motion picture guide.
6 p. m.—Stetson Parade.
6:30 p. m.—Acousticon hour.
7 p. m.—Old Company's program.
7:30 p. m.—Musical program from the Capitol Theater, New York.
9 p. m.—"Our Government," by David Lawrence.
9:15 p. m.—Mary Lewis, soprano of the Metropolitan Opera Company; Beatrice Harrison, violoncellist, and orchestra under the direction of Josef Pasternack.
10:15 p. m.—National Light Opera Company in "Stradella."
11:15 p. m.—U. S. weather forecast.

WOL—American Broadcasting Co. (228 Meters, 1,310 Kilocycles.)
10 a. m.—I. B. S. A. Watch Tower services.
11 a. m.—First Congregational Church services. Sermon delivered by Dr. William S. Abernethy, pastor, Calvary Baptist Church.
12:30 p. m.—Meditation hour.
5 p. m.—Christian Science Parent Church half hour.
5:30 p. m.—The vesper hour.
7:11 p. m.—Amos 'n' Andy.
8 p. m.—Wardman Park Concert Orchestra.

WMAL—Washington Radio Forum. (475 Meters, 630 Kilocycles.)
10 a. m.—Watch Tower service.
3 p. m.—Symphonic hour.
4 p. m.—Cathedral hour.
5 p. m.—Vesper song service presented by the quartet of Mount Vernon M. E. Church South. Edith Gotwalls, organist and accompanist.
5:30 p. m.—Services from Tenth Presbyterian Church of Philadelphia. The Rev. Donald Grey Barnhouse, pastor.
8 p. m.—Around the Samovar.
8:30 p. m.—La Palina hour.
9 p. m.—Majestic theater of the air, featuring famous stars of the stage, with music by Arnold Johnson and his orchestra, and songs by Redferne Hollinshead, tenor.
10 p. m.—Weather forecast.
10:02 p. m.—DeForest Audions, featuring Arthur Pryor as director of the DeForest Band.
10:30 to 11 p. m.—Souvenir.

WJSV—Independent Publishing Co. (265 Meters, 1,460 Kilocycles.)
7:30 p. m.—Ladies choir of Fairfax, Va.
8:15 p. m.—Ethel Brown, pianist.
8:30 p. m.—L. S. Phillips, trombonist.
9 p. m.—Sermon.
9:15 p. m.—Vocal selections.
9:30 p. m.—Biblical drama.
10 p. m.—Chick Godfrey, tenor.

DISTANT STATIONS.
(Associated Press.)

Programs in Eastern standard time. All time is p. m. unless otherwise indicated. Wave lengths on left of call letters, kilocycles on right. Clear channel station programs in detail, with an appended list of some of the more important regional stations.

454.3—WEAF, New York—660.
1:30—Reproducers.
2:00—Biblical drama; soprano.
3:00—Dr. Wise.
4:00—Dr. Cadman.
5:30—Twilight voices.
6:00—Band parade.
6:30—Musical feature.
7:00—Werrenrath concert.
7:30—Theater Family.
9:00—David Lawrence.
9:15—A. K. hour.
10:15—National Light Opera.

394.5—WJZ, New York—760.
9:00a—Children's hour.
1:00—National Artists' hour.
2:00—Rozy's Concert.
3:00—Young People's Conference.
4:00—Symphony; Travelogue.
5:30—Dr. Foodick.
6:30—Anglo Persians.
7:00—Fragments of fancy.
8:00—Melodies; magazine hour.
9:15—Jubilee singers.
9:45—El Tango Romantico.
10:15—Singers; organ recital.

422.3—WOR, Newark—710.
2:00—Lawyers' Air Magazine.
2:30—Caucasians.
3:00—Philharmonic symphony.
5:15—Sunday Forum.
6:00—Great Cathedrals.
7:00—Orchestra.
7:30—Choir Invisible.
9:30—Playhouse.
10:30—String quartet.

348.6—WABC, New York—860.
10:50a—Church services.
3:00—Symphonic hour.
4:00—Cathedral hour.
5:00—Musical program.
7:30—Tenth Presbyterian Church.
8:00—Musical program.
7:05—Ensemble.
9:00—Around the Samovar.
8:30—Musical.
9:00—Theater of the Air.
10:00—Audions; Souvenir.
11:00—Dance hour.

272.6—WLWL, New York—1,100.
3:15—K. of C. Forum.
8:00—Church services.

272.6—WPG, Atlantic City—1,100.
4:30—Community recital.
5:15—Religious services.
7:00—Sunday concert.
9:15—News; concert orchestra.
10:00—Musicale; Psalmi organ.

282.8—WBAL, Baltimore—1,000.
3:00—Young People's Conference.
5:30—Dr. Foodick.
6:30—Anglo Persians.
7:00—Concert orchestra.
8:00—Melodies; magazine hour.
9:15—Jubilee Singers; reveries.

256.3—WCAU, Philadelphia—1,170.
1:30—Church services.
3:00—WABC programs (2 hours).
5:00—Jubilee Singers; church.
6:00—Orchestras.
7:00—Booth Family; Pioneers.
8:00—WABC programs (3 hours).

305.9—KDKA, Pittsburgh—980.
11:00a—Church services.
6:00—Orchestras; Anglo Persians.
7:00—Evening services.
8:00—Melodies; magazine hour.
9:15—Jubilee Singers.
9:45—El Tango Romantico.

379.5—WGY, Schenectady—790.
10:30a—Church services.
4:00—Dr. Cadman.
5:30—Twilight Voices; Parade.
6:30—Music; Werrenrath Concert.
7:30—Theater Family.
9:00—David Lawrence; A. K. hour.
10:15—National Light Opera.

405.2—WSB, Atlanta—740.
8:00—Melodies; Theater Family.
9:00—David Lawrence; A. K. hour.
10:15—National Light Opera.
11:15—Concert.

365.6—WHAS, Louisville—820.
7:30—Theater Family.
8:00—Melodies; Theater Family.
9:00—David Lawrence; Ensemble.
10:15—National Light Opera.

461.3—WSM, Nashville—650.
7:00—Cadets; Theater Family.
8:00—Melodies; church services.
9:15—A. K. hour.
10:15—Musicale; WSM Symphony.

276.1—WRVA, Richmond—1,110.
11:00a—Church services.
8:00—Evening services.

293.9—KYW, Chicago—1,020.
7:45—Dr. Long.
8:00—Melodies; magazine hour.
9:15—Father Perrin; orchestra.
10:00—Week-end party.

416.4—WGN-WLIB, Chicago—720.
9:15—A. K. hour.
10:15—Dixie program; Porters.
11:15—Dance music.
12:00—Dream Ship; dance music.

447.5—WMAQ, Chicago—670.
8:00—Sunday Evening Club.
10:15—Auld Sandy; Souvenir.
11:00—Amos-Andy; Musicians' Club.
12:45—Concert orchestra.

428.3—WLW, Cincinnati—700.
10:50a—Church services.
3:00—Young People's Conference.
5:30—Dr. Fosdick.
6:30—Anglo Persians; Jack and Jean.
7:15—Evening services.
8:15—Magazine hour.
9:15—Cossacks.
10:15—Singers; organ recital.

280.2—WTAM-WEAR, Cleveland—1,070.
1:30—Afternoon music.
5:30—Twilight Voices.
6:00—Band parade; feature.
7:00—Hotel orchestra.
7:30—Theater Family.
8:45—Song; A. K. hour.
10:15—National Light Opera.
11:15—Dance orchestra.

REGIONAL STATIONS.

Station.	Wave	KC
WEEI—Boston	590.2	590
WAC—Boston	263.8	1,130
WGR—Buffalo	548.1	550
WMAK—Buffalo	333.1	900
WTIC—Hartford	499.7	600
WFI-WLIT—Philadelphia	535.4	560
WJAR—Providence	336.9	890
WTAG—Worcester	516.9	580
CFCA—Toronto	357	840
CKCL—Toronto	318.9	580
WFLA-WSUN—Clearwater	333.1	900
WJAX—Jacksonville	535	1,250
WWJ—Detroit	325.9	920

Time on Air.
10:45a-10:45—Church; music.
5:00-11:00—Music; church; features.
1:30-10:45—Church and music.
9:00-11:00—WABC programs.
1:30- 9:15—Music and features.
4:30-11:15—Music and church.
1:30- 9:15—Music and features.
1:30- 9:30—Music and features.
7:30 —Church service.
3:00- 4:00—Organ recital.
3:00- 5:00—Municipal concert.
6:30 —Music and Church.
1:30-10:15—Local and chain.

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Fastest and Best Radio Service in Town.

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RADIO SERVICE
We claim, and are willing to prove, that we have the finest Radio Service Organization in Washington.
USE IT!
CAPITOL
RADIO SERVICE
Capitol Radio Engineering Institute, Inc.
3166 Mt. Pleasant St. N.W.

STATION HEARINGS MAY NOT BE HELD

Indefinite Postponement Announced Because of Commission Bill.

MANY CHANGES SOUGHT

Because of the unexpected length of the hearings of the House committee considering the bill to extend the life of the Federal Radio Commission requiring the presence of the commissioners at the Capitol, the hearings of a number of stations upon various applications scheduled for last week have been indefinitely postponed.

Among these were included the Tidewater Wireless Telegraph Co., of Philadelphia, applying for modification of license in connection with Station WNW; Cheney Brothers, of South Manchester, Conn., applying for a construction permit to build a 100-watt station to operate during daytime hours; and the Edison Electric Illuminating Co., of Boston, asking for unlimited time on their Stations IXAF and IXAG.

Also Wired Radio, Inc., of New York, applying for an experimental license and a construction permit for a 20,000-watt station to operate from 7 a. m. to midnight daily; Station WLAC, Nashville, 5,000 watts, requesting full time operation; Clarence L. Nelson, Corpus Christi, Tex., applying for a construction permit on 1,130 or 1,300 kilocycles for a 250-watt station; and Station WLAT, Jersey City, requesting to be allowed to broadcast on 1,070 kilocycles with 1,000 watts at night after WTAM, Cleveland, has completed its program.

Also WNJ, of Newark, which is applying for full time on 950 kilocycles, which is the frequency now occupied by WRC, at Washington, D. C., one of the key stations of the National Broadcasting Co.; E. V. Rideout Co., of San Francisco, applying for a construction permit to erect a 5 kilowatt station in that city, using a frequency of 2,500-2,700 kilocycles; Charles P. Howlit, Oak Harbor, Ohio, applying for a construction permit for a 15-watt station; Station WHBQ, at Memphis, Tenn., to have its power increased to 500 watts; WMBR, Tampa, Fla., increased from 100 to 1,000 watts; WLTH, Brooklyn, full time to be shared with WBBC, and power from 500 watts to 500 watts night and 1,000 day, with the same request being made by WBBC, Brooklyn.

Likewise, a number of stations haled before the commission for being off their frequencies were to have been heard. All cases will come up as soon as the congressional hearings are finished.

Call Bell on Fiji Islands.

Fiji Islands' radio station at Suva is being modernized. Among other things, a call bell has been installed, by which any ship within 50 or 100 miles of Suva can, in an emergency, arouse the operators during the hours when they are not on duty.

Beam Service Booming.

With the inauguration of the beam service with the United Kingdom, more than 300,000 messages were dispatched overseas from South Africa last year, a gain of about 100,000 over the year before.

45 RADIO STATIONS FOR CIVIL AIRWAYS

Feeder Links Arranged in Network Along Transcontinental Lines.

COST OF EACH $20,000

While a committee of radio technicians represe ting the air transport operators are laying plans for a private cooperative chain of radio stations to communicate with their aircraft while they are in flight, the airways division of the Department of Commerce is proceeding apace with the development of a radio network along the transcontinental airway and connecting "feeder" links.

The Government, in fact, has gone ahead with its radio transmitting installations much faster than the operators are equipping their planes for the purpose of utilizing the service. The object of a radio communications service along the airways, of course, is to exchange weather data with the ground, dispatch orders to pilots and transmit beacon signals for the directional guidance of the planes.

Capt. F. C. Hingsburg, chief engineer of the airways division, reports that by June 30, 1929, 30 radio broadcasting stations will be in operation along the civil airways. The department's 1930 appropriation carries an item providing for 15 additional stations, making a total of 45 that will transmit weather and safety communications along more than 10,000 miles of airways.

Each station is costing about $20,000. They are equipped with radiotelephone transmitters and intermediate and short wave transmitters for code. Power is 2 kilowatts. They are to be linked by teletype machines for interstation exchanges of information. Constant watches are to be maintained by expert radio men.

Many New Installations.

The New York-Bellefonte-Cleveland link of the transcontinental radio chain has been in operation for some time. This chain will be completed with the stations at Bryan, Ohio; Omaha, Nebr.; Maywood, Ill.; North Platte, Nebr.; Cheyenne, Wyo.; Rock Springs, Salt Lake City, Utah; Elko, Nev.; Reno, Nev., and Oakland, Calif. A station is installed at Key West, Fla., and is already being used considerably by the craft of the Pan-American Airways.

Sites for all the other stations have not all been selected, but Capt. Hingsburg reports for the first time that buildings have been purchased, sites leased and equipment ordered at La Crosse, Wis.; St. Louis; Kansas City; Wichita; Fresno, Calif.; Portland, Oreg., and Medford, Oreg. The rest of the stations in he chain and on the "feeder" routes will be located at places yet to be selected by the division's engineers.

The plan is to utilize the channel bands allocated to aeronautics by the Federal Radio Commission under its short wave allocation of December. Capt. Hingsburg thinks the 64 channels reserved for aeronautics will be sufficient for radiotelephone and code purposes, along with the long waves yet to be obtained. Among the private operators, however, there is varying opinion as to whether the needs of aviation will be served by the particular channels allotted on account of the vagaries of the short waves.

Beacon Transmitters Erected.

The private stations will take the burden of traffic off the Government stations, which are to be engaged primarily in furnishing the weather data that the Government should be expected to furnish. Moreover, the Government fully intends to furnish the directional radiobeacon services, and directive beacon transmitters are now being installed at Goshen, Ind.; Sterling, Ill.; York, Nebr.; Des Moines, Iowa, and Gothenberg, Nebr.

It is not to be expected that private messages and the dispatching of planes should be done through the Government stations, although in these early days of aircraft radio it is consenting to cooperate in every way with the airways operators, Capt. Hingsburg stated. Concurrence with this view was expressed at the recent Washington conference of the transport operators' radio representatives, who have formulated their policies respecting radio.

They intend, they decided, to operate their own system, keeping commercial interests out of the field but admitting additional operators to their cooperative if the traffic demands. Their chain will be operated purely on a non-profit making basis. They will ask the Federal Radio Commission, through the airways division, to assign them exclusive use of frequencies, and they will ask that nearby bands of wave lengths be reserved for parallel chains that may be necessitated by expanded traffic.

Hoover, Jr., Joins Engineers.

Capt. Hingsburg and his division are cooperating in every way with the technical men representing the transport operators. The latter have organized a committee that has been engaged for several weeks in conferring with Government officials in charge of radio research and administration and they have been investigating the different types of equipment now available, or promised by the manufacturers, for installation aboard their craft, both for receiving and transmitting.

The operators' committee is headed by Thorpe Hiscock, of Boeing Air Transport Co., and includes Herbert Hoover, jr., son of the President-elect, who is joining the Western Air Express as technical assistant to President Harris M. Hanshue, February 1; H. C. Lenterin, of Pan-American Airways, which is one of the most progressive users of aircraft radio; Paul Goldsborough, of Universal Aviation Corporation, and E. W. Proctor, of the National Air Transport.

50,000 Miles of Wire in Hook-Ups.

In the great coast-to-coast hook-ups with both chains and most of the independent stations participating, as much as 50,000 miles of telephone lines have been used for connecting the stations.

Feature Events During Coming Week

Today—11 a. m., service from Church of the Epiphany, WRC; service from First Congregational Church, WOL; 4 p. m., special patriotic service from Washington Cathedral, WRC; the Cleveland Symphony Orchestra, WJZ, WBAL. 9:15 p. m., Mary Lewis, soprano, WRC.

Tomorrow—5:30 p. m., Bureau of the Budget meeting, with address by President Calvin Coolidge; 9:30 p. m., John Charles Thomas, WMAL; Family Party, WRC; 11 p. m., National Grand Opera Company, "La Traviata," WRC.

Tuesday—4:30 p. m., radio auction bridge game, WRC; 7:11 p. m., Amos 'n' Andy, WOL; 10 p. m., Curtis Institute of Music program, WMAL; 11 p. m., Guy Lombardo and his Royal Canadians, WRC.

Wednesday—7:30 p. m., Gershwin's "An American in Paris," La Touraine hour, WEAF, WGY, WWJ; 9:30 p. m., Palmolive hour, WRC; 10 p. m., Kolster radio hour, WMAL.

Thursday—7 p. m., Amelia Earhart, WJZ, WBAL; 9 p. m., Aunt Jemima, WMAL; 10 p. m., the Columbians, WMAL.

Friday—8 p. m., Cities Service hour, WRC; 10 p. m., all-star revue, WRC; United Choral Singers, WMAL; dance orchestra, WOL.

Saturday—6 p. m., National Symphony Orchestra, WRC; 10 p. m., Lucky Strike Dance Orchestra, WRC; dance orchestra, WOL.

EXPERTS TO DISCUSS LEGAL INFORMATION

Distinguished Jurists and Lawyers Will Be Heard Over NBC System.

MITCHELL ON TUESDAY

In answer to a demand for legal information the National Broadcasting Co. has made arrangements with the American Bar Association for a series of weekly programs on legal topics.

A number of the Nation's foremost attorneys, including the Solicitor General of the United States, the president and secretary of the Bar Association, and an Associate Justice of the Supreme Court of the United States, are among those to be featured in these programs.

The talks will be heard through the NBC System Tuesday, February 5, February 12 and February 19, at 7:30 p. m. Eastern standard time. They were begun January 15 with an address by William D. Mitchell, United States Solicitor General.

Each talk will be of 30 minutes duration and the speakers are expected to deal in simple language with the every day legal problems that confront the average American citizen at some time in his workaday life.

The series was arranged in answer to the responses that have flooded the NBC offices in the past following the occasional talks on legal matters on the air. These responses have demonstrated that, next to health, religion and finance, the public is largely interested in matters pertaining to law and the courts.

MY RADIO!

This radio's a gift to man,
At which we may not scoff,
If you don't like it, now and then,
You simply turn it off.

Short Waves

Arthur Pryor, jr., son of the bandmaster, is manager of radio programs in a New York advertising agency.

At one time during the political campaign 106 broadcasting stations in the United States were connected into a single network by means of approximately 25,000 miles of telephone circuits together with about 45,000 miles of telegraph circuits for program coordination and auxiliary communication.

Now—
the NEW 72
Majestic
Electric Radio
A 1929 Model for 1929 Radio Enthusiasts
The World's Finest Radio at the World's Lowest Price
Amazing Tone Through Marvelous Majestic Dynamic Power Speaker

Beautiful Cabinets Revealing a New Artistry of Designs
You Cannot Buy a Better Radio Set Than This at ANY Price!
Price Complete, Delivered Attached to Your Antenna
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Buying Radio without
AUTOMATIC TUNING
Is like buying a Car without a Self Starter


The Zenith 28A AUTOMATIC
WITH one great forward leap, Zenith raises the curtain on the radio of the *Future*.... and presents it to YOU *Today!* Uncertain, tedious hand-dialing now gives way to the simple, convenient, quick-as-a-flash precision of AUTOMATIC TUNING.
You would never again go back to hand-cranking your car; nor will you ever desire to return to old-fashioned radio tuning....after you've once seen Zenith AUTOMATIC TUNING. Think of it! No more hunting or searching for stations by hand. You simply press a button and the wanted station comes in instantly with *microscopic* exactness. In brief, the entire broadcast world is at the command of your FINGER TIP....with no limit to the number of stations obtainable.
Do not buy any radio until you have seen the Zenith *Automatic*...the radio of 1930. Come in and ask for a demonstration of this most startling advancement since the all-electric set. Operate it yourself....and be thrilled anew.
ZENITH LEADS AGAIN—A YEAR AHEAD!
Only ZENITH has..... AUTOMATIC TUNING
ZENITH AUTOMATIC

See and Hear All the New 1929 Models Zenith Radio at
Mt. Pleasant Music Shop
Or Phone Columbia 1641 for Home Demonstration
3310 Fourteenth Street N. W.
Opposite Tivoli Theater — Easy Terms — Naborly Service — Open Evenings

SEE and HEAR the NEW ZENITH
POST RADIO CO.
816-F-St. N.W.
Trade In Your Old Set On a ZENITH Models $150.00 Up
Open Evenings Until 9
SOLD ON EASY TERMS

3 TYPES NOTICED IN INTERFERENCE

Hetrodyne Is Manifested When 2 Stations Are on Same Channel.

'CROSS TALKS' ARE HEARD

There are, generally speaking, several types of interference which manifest themselves in the operation of broadcasting stations and in the reception of broadcast programs. The first type is called "heterodyne," and manifests itself in the form of a disagreeable whistle of varying pitches, which is reproduced by the receiver where stations are operating on the same channel or are so close together that they may not be separated.

The second type is called "cross talk," and manifests itself by the reproduction simultaneously of two or more programs at once in the receiver in such a fashion that neither one may be heard satisfactorily by persons listening to the receiver.

A third type, which is known as "blanketing," is really an exaggerated form of "cross talk" to such an extent that the program of one station is completely blotted out by the program of another station in the operation of the receiver. There are other subvarieties and combinations of the foregoing forms of interference which it is unnecessary to describe fully.

For example, a station operating on a frequency of 600 kilocycles may emit what is known as a harmonic on 1,200 kilocycles and even on higher multiples, which is capable of causing interference either by "heterodyne" or "cross talk."

THE LISTENER'S VIEWPOINT

Gives Mexican Stations.

To the Radio Editor of The Post—Sir: I wonder how many fans know that the Mexican stations have changed their call letters. Those formerly beginning with CY now begin with XE. Those formerly beginning with CZ now begin with XF. The third letter remains the same. I often get XEJ broadcasting phonograph records early in the evening. The stations over 500 watts which it is possible to hear are as follows:

Call letters	Formerly	Place	Wave.	Power.
XEB	CYB	El Buen Tono...	450	1,000
XEX	CYX	Excelsior.....	325	500
XEL	CYL	Mexico City.....	410	1,000
XFI	CZI	Mexico City.....	517	1,000
XFX	CZX	Mexico City.....	357	500
XFC	CZC	Mexico City.....	470	2,000

Havana has another station now. I thought PWX was broadcasting on two different wave lengths until I discovered that it was PWIH on 376 meters, 797 kc. Have since heard the Cuban Telephone Co. give their new call letters, CMC.

Radio gets better and better. On January 2, 1929, not counting locals, I logged 112 stations, including 1 Cuban, 1 Mexican and 4 Canadian (2 in Toronto and 2 in Winnipeg).

It is possible to get 40 or 50 stations between 5 and 7 p. m., some of which broadcast only until sunset or share time. KTHS is on until 10 p. m. EST every other night. So on their tuning after that hour I get WBAP, and vice versa. Other stations which share time are WAPI, Birmingham, and KVOO Tulsa; WLS and WENR, Chicago; CFRB and CKGW, Toronto; CKY and CNRW, Winnipeg. By being alert one may list four or more stations on a chain program by listening on a different tuning for station announcements, which are made at intervals of 15 minutes.

I get practically all distant stations while Washington stations are on the air, with the exception of a few near the same wave length as local stations, such as WBRC, Birmingham; WFIW, Hopkinsville; CFRB, Toronto; KPRC, Houston; KYW, Chicago; WHB, Kansas City, which are near WRC's wave band; and KFI, Los Angeles; WTMJ, Milwaukee; WGBF, Evansville; WAIU, Columbus; WOQ, Kansas City, which are near WMAL'S tuning. Can bring in KNX at 11 p. m. just as soon as WBAL signs off. In other words, I get 95 per cent of my list with local stations going strong.

There seem to be too many low wave stations near the band of WOL, when some of them might be given a high wave assignment, since there are so few above WMAL that can be brought in satisfactorily. If the Radio Commission would just put a few high-powered stations on high wave lengths, the new allocation would be nearer perfect. Outside of this suggestion, I have no fault to find.

Might add I think the Columbia Broadcasting programs on WMAL are as good as, if not better than, the National Broadcasting programs on WRC.

DORIS M. CURRAN.
220 Second street southeast.
January 14.

Inquiries About Havana.

To the Radio Editor of The Post—Sir: On several evenings shortly after Christmas I heard station PWX in Havana broadcasting at 880 kilocycles. Within the past week I have twice located a station announced as "CMC, Havana, owned and operated by the Cuban Telephone Co." It comes in most clearly between 830 and 840 kilocycles. No such station appears on any radio log book which I have.

Since station PWX is listed as operated by the Cuban Telephone Co. I am wondering if its letters have been changed to CMC, or whether the two are separate stations.

PHILIP M. CLARK.
1945 Calvert street northwest.
January 15.

Also Asks About Havana.

To the Radio Editor of The Post—Sir: In your article of a few weeks ago published as an aid to locating distant stations on a new set you stated that PWX, Havana, Cuba, was often located on or about the same wave length as KOA Denver. As I thought it might be of interest to you I am writing to advise that I received this station last night described as CMC, the Cuban Telephone Co. It came in on almost the same wave length as KOA. Evidently not only the wave length of this station has been changed but also the call letters.

R. F. TANKARD.
Port Royal, Va.
January 14.

As suggested in the above letter of Miss Doris Curran, PWX at Havana is no more. It's call letters were changed January 1 to CMC and its frequency to 830 kilocycles. The former was probably done as a result of the international radiotelegraph treaty which became effective on that date and which required a reassignment of several groups of call letters throughout the world. Some Mexican stations were affected. PWX will hereafter be listed as CMC when new foreign call lists are issued by the Commerce Department.
Radio Editor.

Goes After Cheerio Again.

To the Editor of The Post—Sir: I have been intending for some time to sit down and write you a letter. Now I am doing it. Well, Mr. Editor, why did they take away the Parnassus trio at breakfast time? That leaves only Cheerio and the church service. Service is O. K., but Cheerio is getting more so. Now you know me, don't you? I wrote you about Cheerio a year ago, and you began getting letters saying I was a coarse, uncouth fellow.

Perhaps. But even I draw the line somewhere. And I tried to squeeze in between WHAM and WRVA, like you said, to get Salt Lake City. There turns up instead what seems to be a propaganda station for treating certain men's diseases which newspapers won't mention. Why does the Radio Commission permit a radio station to broadcast a program that sounds like a cross between Boccacio and a medical treatise?

As I write WMAL is broadcasting a program telling how to make salad for hens. How many chickens are in WMAL's radius? But what I started to write you about is, where did that congressman who remarked the other day at a radio hearing that English programs are not so good as ours get such an idea? Can't you clip a program from any London paper any day for him. You will see symphony orchestra, chamber music, grand opera, soloists, talks by England's foremost statesmen—and not a Cheerio, a chicken-hatching monologue or a medical faker's talk among them.

Now I have stepped on the toes of the Radio Commission, the Department of Agriculture, one of Mr. Hoover's friends and mentioned a church service.

H. R. J.
January 18.

Still Don't Get WRC.

To the Radio Editor of The Post—Sir: Recently you have published a number of letters received by you from radio fans speaking for and against the new station allocations, and some complaining of overlapping of stations.

My mother and I are living for the time being in this little Blue Ridge Mountain town and one of our Christmas gifts was a seven-tube Atwater Kent radio from which we anticipated great pleasure. If we could be always "en rapport" with the sort of stuff broadcast by WLW, Cincinnati, we should be entirely happy, for this station is about the only one we can get with any clearness or regularity. There are many stations coming in quite strong on our dial between zero and 25 but they are all a-jumble. We succeed in getting lovely piano or organ music, for instance, and right in the midst will come in a nasal tenor singing some jazz tune, or an equally irritating jazz orchestra or "musical trio." We have never been able to identify WRC, WOL or WRVA, and I believe they must be in this wild jumble. Surely living as we do less than 100 miles from Washington and Richmond, we should be able to get the really good programs you print daily as being on the air from these stations.

I quite agree with this little article from yesterday's Post—there are many, too many, stations. If we could only have a few programs daily and those worth while, I believe the radio fans generally could get so much more benefit and pleasure from their radio outfits. I really enjoy jazz and saxophone music, but I do like something else at times, and I do not enjoy having a good sermon (on Sunday) or lovely organ music or an instructive talk drowned out by such stuff as comes over WLW at "tea time" for instance! Yesterday I tried several times to get the services from the several churches, and each time the music or sermon was drowned out by some trivial song or so-called music! Of course, I can get the good classical and operatic music around 10:30 and 11 p. m., but I do not always care to wait till those hours to enjoy my radio, and my mother is sound asleep long before then.

ELIZABETH McKLEY BRYAN,
Standardsville, Va., Jan. 14.

F. S.—Why allow Orlando, Fla.; Shenandoah, Iowa; Evansville, Ind.; Gainesville, Fla.; Whosis, N. J.; Squeedunk, Pa., to add to the general jumble with more jazz and mouth organs?—E. M. B.

OFF THE ANTENNA

By ROBERT D. HEINL

As a part of the elaborate preparations to broadcast the inaugural, a section in the joint resolution introduced by Senator Arthur Capper, of Kansas, authorizes the telephone and radio broadcasting companies to extend overhead wires to points along the line of parade on Pennsylvania avenue, where microphones will be located and announcers will describe the parade's progress.

Just as when Lindbergh arrived, there will also be announcers in the top of the Capitol dome, on the Treasury roof, and at the White House in addition to those who will describe the inauguration ceremonies on the east front of the Capitol.

The broadcasting of events will begin when President Coolidge and President-elect Hoover leave the White House for the Capitol. Their progress along Pennsylvania avenue will be described and the microphones will be so located that the actual cheering of the crowds may be heard. Doubtless loud speakers will be placed near the grand stands and en route to entertain the multitude waiting for the parade.

* * * * *

One question has not yet been settled and that is whether or not the ceremonies attending the swearing in of the Vice President, which immediately precedes that of the President, will be broadcast. As yet this has never been done for the same reason probably that the Senate has never allowed a photograph to be taken of itself.

No less a person objected to the broadcasting last inauguration than Senator Charles Curtis, then serving on the inauguration committee, who this year, as Vice President-elect, is to be the principal figure. There was nothing personal in his objections four years ago, it was explained, the insurmountable objection being the Senate rules and precedents, which Mr. Curtis said he was bound to respect.

The prediction is ventured, however, due to the wonderful progress that has been made in broadcasting public events, that a way will be found out of this difficulty and that the entire day's ceremonies will be broadcast, not only for the benefit of listeners in the United States, but by means of short waves to those in other countries as well.

* * * * *

That things are still not what they should be on WRC's wave, in certain outlying sections at least, is revealed in letters received by Bishop James E. Freeman from members of his invisible congregation.

"Since the readjustment of the wave lengths and channels, in so far as WRC, our favorite station, is concerned, we've passed through all stages of a most unsatisfactory service, particularly from 3 p. m. to, say, 9 p. m.," a listener from Warrenton writes. "Marked interruption from Cheerio Station, Toronto, Canada, daily about dusk with several additional stations 'overlapping,' while a constant high-pitched whistle is ever present, and while morning reception is all that might be desired, from 3 o'clock on, former good reception has become impossible and as a consequence the predominating feature, viz, 'the 4 o'clock Sunday services from the Cathedral of Mt. St. Alban' has been, and is still woefully impaired."

"If I had not been a member of your 'radio audience' for a long time, I might hesitate to add another letter to the burden of your mail," listener writes from Charles Town, W. Va. "As it is, I have heard you so often express your real interest in those of us who hear you from afar that I venture to ask if it is possible to make any other broadcasting arrangement of the Cathedral services that will restore the pleasure of hearing them to those who listen in this locality.

"Since the reallocation on November 11, I am unable to get the service at all, and with one exception only, all to whom I have spoken on the subject have the same disappointing experience.

"This is a very great loss to us and I have hope if the trouble is widespread perhaps some remedy might be found—another station, or some effort at rearrangement of wave lengths."

* * * * *

Last year was a phenomenal one in the radio business, but next year will surpass it according to Paul B. Klugh, of Chicago, past president of the National Association of Broadcasters.

"Although we have just passed through the largest year in the history of the radio industry, we have hardly scratched the surface," Mr. Klugh said recently. "Next year will bring a still greater recognition of the necessity of radio in the home. It is a great business. There is no saturation point. New models every year and everybody wants to own a new model. The old sets go quietly on their way to—nobody knows where."

* * * * *

In another column "H. J. R." writes to The Post complaining about objectionable propaganda broadcast by a Middle Western medical station. This is a new kind of a complaint and it appears, unfortunately, that the Federal Radio Commission, having no censor powers, can do little about it.

Far be it from us to suggest a censorship of the air, but if the Radio Commission or the National Association of Broadcasters do not find a way of meeting such a situation as this, Congress undoubtedly will—and if Congress is forced into taking up the censorship question, more than the medical stations are liable to get hit.

* * * * *

Comparatively few women are heard to the best advantage over the radio, but in our opinion, this is not the case with Miss Amelia Earhart, first woman flier to span the Atlantic, who will make her second appearance on the air next Thursday night over the WJZ network.

Miss Earhart's impromptu speech over the radio the night she arrived in New York was one of the best we have heard any woman make, and the talk next Thursday night ought to be even better because she has had more time to prepare for it.

* * * * *

A question being asked is whether O. P. Gascoigne, who was the radio director of the Republican National Committee and close to Mr. Hoover throughout the campaign, may not be considered as the new radio commissioner if a new man is to be appointed in the Eastern zone.

As the law now reads, a resident of the District is not eligible for appointment, but there is some talk of amending this.

Mr. Gascoigne is well known to local fans through his former connection with Station WCAP.

* * * * *

There is no intention, at present, by Keith's, to pay their actors additional salary for broadcasting, according to Variety.

"The standard Keith contract will not be amended, but a radio clause added by rubber stamp where an act is deemed suitable for broadcasting," the theatrical magazine goes on.

"The theory adopted by Keith's is that an act, by gaining popularity out of town through the radio without playing the town in person, will, when reaching town, draw as a radio name and increase its drawing ability and value to the theater and vaudeville."

AMONG THE CLUBS

CONTINUED FROM PAGE 2.

Shearer gave a geographic lecture on Alaska.

The music section was entertained on Tuesday by Mrs. L. M. Smith. Plans were made by this section for a valentine card party to be given for the benefit of the club on February 14. Mrs. S. W. Norton was appointed chairman of a committee to perfect arrangements. Mrs. R. C. Sowerbutts has given the use of her home for this party. Two new choruses were rehearsed and a social hour followed.

Zonta Club.

The Zonta Club was entertained at the Wednesday luncheon meeting with stories told by the president, Dr. Lida B. Earhart, and songs by Miss Isabel Craig Bacon, also a member of the club. Miss Bacon was accompanied by Miss Frances Gutelius.

Miss Fay Bentley, in charge of school attendance and work permits, was the guest of Miss Jessie La Salle. Mrs. Bessie G. Collier entertained Mrs. Ida Blish, wife of the late Commander Blish. Miss Bacon had two guests—Mrs. Alvin Dodd and Miss Anna Richardson. Miss Clara Bolling was the guest of Miss Gutelius. Miss Mary V. Bromberg had as her guests Mr. and Mrs. D. L. Echles, of New York, and S. D. Love, of Salt Lake City. Miss Doris Kenyon, of Gantt & Kenyon, was the guest of her partner, Miss Sue Gantt. The club again had the pleasure of having the company of Miss Gudrun Carlson, Chicago Zontian, and recently appointed United States trade commissioner to Oslo, Norway.

The meeting on Wednesday next will be a business meeting and is called for 12:30 instead of 1 p. m.

Bethesda Club.

Mrs. George Wady Imirie is chairman of the committee for a dance to be given at the clubhouse Friday. Other members of the committee are Mrs. Walter E. Perry, Mrs. Elisha Hanson, Mrs. L. L. Nicholson, Mrs. Terrill Brazelton, Mrs. Ralph Counselman, Mrs. George Pitts, Mrs. Frederick Parkhurst, Mrs. Robert Hagner, Mrs. John Imirie, Mrs. Claude Hyson, Mrs. Franklin Getzendanner and Mrs. W. J. Montgomery.

The arrangements are well in hand for the art exhibition planned by the art section of the department of fine arts under the chairmanship of Mrs. Edwin Etz. A reception to which invitations are being issued, will open the exhibit on Saturday afternoon, February 23, and the exhibition will be on view until the close of the committee day meeting, on the afternoon of February 26.

A meeting of the executive board of the club preceded the January committee day luncheon and program on Tuesday, the president, Mrs. W. B. N. Brookes in the chair, and a full representation of members of the board being present. Mrs. Maude Howell Smith, fine arts chairman, presented two features by members of her department. "The Children," by Edith Wharton, was reviewed by Mrs. Robert Sears, and Mrs. Mina Church Breen, representing the music group, of which Mrs. Henry Glassie is chairman, reported on the cooperative work in music appreciation which this section is working with the motion picture committee to develop along similar but broader lines than the original project of last year's motion picture committee.

The guest speaker, Mrs. Raymond Morgan, was introduced by the chairman of legislation, Mrs. A. B. Barber. Mrs. Morgan is a member of the women's joint congressional committee, representing the American Association of University Women and the Federation of Teachers of Washington. She discussed legislative matters before the Congress, referring particularly to the cruiser bill, and basing the point of view which she supported on her interpretation of international conditions obtaining since the ratification by the United States Senate of the general pact for the renunciation of war.

The next meeting of the club will be held at the clubhouse on February 12, at 2 p. m., with the guest speaker, George Boncesso, commercial counselor of the Roumanian Legation, coming at the invitation of the department of international relations. Mrs. William M. Gamble, chairman.

Twentieth Century Club.

The literature section of the Twentieth Century Club will meet tomorrow at 8 p. m. at the home of Mrs. Ernest P. Bicknell, 1661 Crescent place. Subject, "Recent Poetry." Mrs. Thomas N. Sidwell will review "John Brown's Body," by Benet. Mrs. Richard D. Stimson will review "The Buck in the Snow," by Edna St. Vincent Millay. Mrs. O. F. Cook will review Masefield's new book of poems. Mrs. P. M. Anderson will review "Collective Sonnets," by Edwin Arlington Robinson.

The chairman of the hospitality committee is Mrs. C. R. Dufour. She will be assisted by Miss Joy Webster, Mrs. S. M. Brosius, Mrs. A. C. Muhse, Mrs. S. S. Gannett, Mrs. A. M. Ashley, Mrs. A. F. Fowler, Mrs Geoffrey Creyke and Mrs. W. R. Chapline.

AT THE CHESS TABLE

By WILLARD H. MUTCHLER.

The club championship tournament of the City Club Chess Unit got under way Saturday evening, January 19, with eight of the club's strongest players in the line-up. District Champion F. R. Walker is among the entrants in the event, and in his first game disposed of C. C. Bettinger by catching the latter in a pretty and not very obvious queen-trap. Regarding this game Mr. Walker writes: "A short time ago you published a game and made some remark about realizing what mischief the other fellow was planning, before making your own venture. Here is the score of a little game played in the tourney at the City Club, where white is trying to trap the black queen, and so intent was he on this capture that he did not see the danger to his own ladyship. Hence, the shortness of the game." The game will in all probability be the shortest of the tournament and is given in full elsewhere.

In the remaining games A. Y. Hesse overcame J. Roberts after launching a successful attack in the midgame. Martin Stark, playing the white pieces against G. E. Bishop, mishandled the opening and got into a positional bind from which he never recovered, resigning after 45 moves. E. M. Knapp and C. A. Hesse arrived at an adjourned position in which the letter has a pawn to the good, and excellent chances of winning. The standing of the players:

Player.	W.	L.	Player.	W.	L.
G. E. Bishop			C. A. Hesse	0	0
A. Y. Hesse	1	0	C. Bettinger	0	1
F. B. Walker	1	0	J. Roberts	0	1
E. M. Knapp	0	0	M. C. Stark	0	1

Last evening the players met in the second round with the pairings: C. A. Hesse vs. Roberts, A. Y. Hesse vs. M. Stark, Bishop vs. Bettinger, and Walker vs. Knapp. The following games are scheduled for the evening of February 2: Bettinger vs. A. Y. Hesse, M. Stark vs. C. A. Hesse, Roberts vs. Knapp and Bishop vs. Walker.

ROUND 1—ENGLISH OPENING.

C. C. Bettinger.	F. B. Walker.
White.	Black.
1 P—QB4	P—K4
2 Kt—QB3	Kt—KB3
3 Kt—B3	P—K5
4 Kt—KKt5	P—Q4
5 PxP	KtxP
6 KKtxP	Kt—QB3
7 P—K3	B—KB4
8 Q—B3	QKt—Kt5
9 QxB	Kt—B7 ch
10 K—Q	QktxPch
11 BPxKt	KtxP ch
12 Resigns	

ROUND 1—ZUKERTORT'S OPENING.

J. Roberts.	A. Y. Hesse.
White.	Black.
1 Kt—KB3	P—Q4
2 P—Q4	Kt—KB3
3 P—B4	P—K3
4 B—Kt5	P—KR3
5 Kt—B3	P—B3
6 P—K3	QKt—Q2
7 B—Q3	PxP
8 BxBP	Kt—Q4
9 BxB	QxB
10 R—QB	Castles
11 Castles	R—Q
12 B—Q3	Kt—B
13 R—R	B—Q2
14 B—Kt	QR—B
15 P—QR3	Kt—KKt3
16 Kt—K4	Kt—B3
17 Kt—B5	B—K
18 Q—Kt3	P—Kt3
19 Kt—Q3	Kt—Q2
20 R—B3	P—K4
21 PxP	Kt (Q2)xP
22 Q—B2 ?	KtxKt ch
23 PxKt	Kt—R5
24 Kt—B4	KtxP ch
25 K—B	P—Kt3
26 R—B	KtxP ch
27 K—Kt2	Kt—Kt5
28 P—B3	Kt—K4
29 Kt—R3	B—Q2
30 P—B4	Q—R5
31 Kt—B2	Kt—Kt5
32 KtxKt	BxKt
33 Q—B2	Q—R6 ch
34 K—Kt	R—QB ch
35 Resigns	

The Class C tournament at the club is to all intents and purposes finished. A. Regardie is holding up the official ending, however, by his failure to complete his schedule. The outcome is settled no matter how his games result inasmuch as F. W. F. Gleason has won 7 games and lost 0 and is certain of first honors.

Gleason has won two games from each of the following: Clinton, Mainhall, and Hervey. He has also a lone game with Regardie to his credit. Mainhall, who is the occupant of second place, has a double victory against Hervey to his credit, a win and loss against Clinton, and a lone win from Regardie. Clinton also has won a single game from Regardie and split even with Hervey. Hervey has, in addition, one win at the expense of Regardie. The standing:

Player.	W.	L.	Player.	W.	L.
F. W. F. Gleason	7	0	G. W. Hervey	2	5
C. H. Mainhall	4	3	A. Regardie	0	4
C. L. Clinton	3	4			

Solutions to Problem.

Problem No. 298, two-mover by Mr. McIlvane, has for its key R—B2. We believe this is the only key if the pieces are set up as in the notation accompanying. Several solvers claimed RxR and Q—QB as additional keys, but this was probably due to the fact that they were working with a position slightly altered from that intended. They were entirely excusable claims inasmuch as misprints were numerous on the diagram.

Among those sending in solutions were Jacob Frech, J. W. Harris, Hillman C. Harris, F. B. Walker, Clair J. Bressler, P. L. Reed, Forrest V. Wheeler and Harvey W. Wiley, jr.

Harvey W. Wiley, jr., comments: "I was puzzled for a few minutes as to how to prevent the threatened check to white. B—B2 is a novel and unexpected move." F. B. Walker writes: "I was preparing to send you a solution to No. 298, which I thought necessitated a check on the first move, when I found after setting the men upon the board that it would not do. I had worked quite a while on the different variations from the diagram and it did not take long to discover after setting up the men that R—B2 did the trick. It came as a surprise. A very ingenious problem—difficult and pretty."

Today's offering is another two-mover by Mr. McIlvane. Solvers are invited to send their criticisms, comments or suggestions to the editor at The Washington Post.

PROBLEM NO. 299.

By John A. McIlvane, Pittsburgh, Pa.
Composed for The Post.

K on K4; Q on QKt2; R on Ksq; B on KB2; Ps on KKt2 and G2.
BLACK—SIX PIECES.



WHITE—EIGHT PIECES.
K on Ksq; Q on QB4; R on QKt5; Kts on Q4 and Q5; Ps on KR5, KB3 and QB6.
White to play and mate in two moves.

How to Keep Well

By DR. W. A. EVANS.

DIFFERENT VARIETIES OF BLUES.

There are more than one kind of blues. Recently we wrote an article about the kind of blues to which men and women in the sixth decade of life are peculiarly susceptible. That kind of blues is due wholly to social causes. At the other end of the line are the symptoms of depression which more or less characterize two forms of insanity, maniac depressive and one form of dementia precox. In between is a hypochondriac of a type described by Dr. R. D. Gillespie.

A man who is in good physical health becomes persistently preoccupied with his bodily health. He is not especially anxious about himself. He does not worry especially about himself. Things are going to the dogs, he is headed for the scrap heap, but it makes no great difference. As to the organic trouble or weakness that he has, or his inadequacy, there is no doubt in his mind. He accepts it as inevitable and he can not be talked out of it. The Freudians say that this man is beyond them. He can not be analyzed, or reasoned out of the conviction that he has some disease which can not be cured, or some inadequacy which can not be surmounted. It is so and it can not be helped. That is all there is to it and there is nothing to talk about.

Gillespie says there is this fundamental difference between hysteria and melancholia. The hysteric uses his disorder to get something. He may want an improved environment, a fairer chance, the better of his competitor for pleasure or admiration, or more attention than he is getting, and he makes use of a few attention-arresting symptoms to get what he wants.

On the other hand, the hypochondriac does not make use of his disorder for any secondary purpose. He does not make use of it for the purpose of getting cure or care. He is depressed, that is his business, and he does not care how the other fellow reacts to it. This type of melancholia causes no deterioration of the mental or emotional processes. It somewhat resembles certain phases of maniac depressive insanity and dementia precox, but unlike these disorders, the mental fiber does not deteriorate with the passage of time.

As is the case with other forms of melancholia, a sharp attack of malaria, typhoid fever or erysipelas is the best cure. So far as ordinary medical service is concerned the best help that can be given is protection against quacks who offer sure cures.

NO HARM IN SKATING.

Mrs. G. P. writes: I am 24 years old and mother of one child 3 years old. Would it be harmful for me to learn to ice skate at my age?

REPLY.

No.

INTERCOSTAL NEURALGIA.

A. T. B. writes: What is intercostal neuralgia, its cause and duration?

REPLY.

It is neuralgia of the nerves which run along the ribs. It is caused by some one of the many causes of neuralgia. The duration varies, as does that of any neuralgia. Neuralgia often gets to be something of a habit.

TOMATO JUICE BENEFICIAL.

S. B. writes: I have heard many favorable comments about drinking strained tomato juice. Has it any beneficial effects, or otherwise, on the system?

REPLY.

Beneficial.

ON THE AIR THIS WEEK

Stations WOL and WMAL will be the first on the air this morning, each offering watch tower services at 10 o'clock. WRC will broadcast the service from the Church of the Epiphany, of which the Rev. Dr. Z. B. Phillips is the rector, at 11 o'clock. At the same hour WOL will transmit the services of the First Congregational Church.

A special patriotic service is to be held at the Washington Cathedral from 4 to 5:30 o'clock this afternoon. Station WMAL will again feature Rev. Donald Grey Barnhouse, pastor of the Tenth Presbyterian Church, of Philadelphia, at 5:30 o'clock this afternoon. His subject will be "The Bible and Faith: What It Is."

"The Reality of the Ideal" is the subject of Dr. S. Parkes Cadman's address to his radio congregation at 4 o'clock this afternoon from Station WEAF.

The Rev. William Hiram Foulkes will deliver an address entitled "Moral Margins" during the National Religious Service at 5:30 o'clock from Station WJZ.

A program of Kipling's songs has been selected by Reinald Werrenrath, barytone, as the offering for 7 o'clock tonight. Mr. Werrenrath will sing the musical versions of such favorites as "Recessional"—better known by its last line, "Lest We Forget;" the sea-song, "Rolling Down to Rio," and the ever-popular "On the Road to Mandalay."

Jacques Pintel, Russian pianist, will be the featured soloist of the Capitol Family broadcast at 7:30 o'clock.

California Spanish folk song will be introduced to the American radio audience by Mary Lewis, soprano of the Metropolitan Opera, who with Beatrice Harrison, cellist, will present a recital at 9:15 o'clock tonight.

"Stradella" is the light opera which has been selected for presentation by the National Light Opera Company at 10:15 o'clock tonight from WRC.

Station WOL will broadcast a Christian Service at 5 o'clock, followed by a Vesper Hour at 5:30 o'clock. Amos 'n' Andy are scheduled for 7:15 o'clock and the Wardman Park Concert Orchestra for 8 o'clock.

Mendelssohn's "Hymn of Praise" will be a feature of the program that the Cathedral Hour will broadcast over stations of the Columbia Broadcasting System, including WMAL, at 4 o'clock this afternoon.

This cantata is one of the best known works of its kind, and includes the soprano solo, "Oh, For the Wings of a Dove." In addition, the full ensemble will play the five parts of Lutkin's "Nicene Creed in C" and Gounod's "Ave Maria" and a Bach Chorale will add to this unusual hour.

Thirty minutes of real Russian music will be provided in the period known as "Around the Samovar" from WMAL at 8 o'clock.

Redferne Hollinshead, tenor, who is on the air weekly in the Majestic Theater of the Air, has captured the permanent role of Majestic tenor and will be known by that title hereafter. Arnold Johnson and his orchestra will supply the music for the hour.

Following the theme song, Drdla's "Souvenir," at 10:30 o'clock from WMAL, the program will open with "Your Eyes Have Told Me So," and continues with Berlin's "Russian Lullaby," "Just a Little Love, A Little Kiss," "Ah, Moon of My Delight," "My Heart at Thy Sweet Voice" and "Marcheta."

Station WJSV will broadcast the Ladies Choir, of Fairfax, Va., as the opening feature of its program today. A sermon is scheduled for 9 o'clock and a Biblical drama for 9:30 o'clock.

The Cleveland Symphony Orchestra will go on the air for the first time over a network of stations at 4 o'clock this afternoon, from WJZ and WBAL. A Tschaikowsky overture, "1812," the finale from Stravinsky's ballet suite, "The Fire Bird," and the prelude to act three of "Lohengrin," by Wagner, are three outstanding selections in the program.

President Coolidge will address a business meeting of the Government in a program beginning at 6:30 o'clock tomorrow evening.

Adrian Schubert, conductor for Victor Herbert in many of the latter's original productions, will be the guest conductor in the Family Party at 9:30 o'clock tomorrow night from WRC. At the same hour WMAL will present John Charles Thomas, who needs no introduction to the radio audience, during the Vitaphone Jubilee Hour.

"La Traviata" has been selected for the weekly offering by the National Grand Opera Company.

Agnes Davis will be the featured artist in the Curtis Institute of Music broadcast at 10 o'clock this Tuesday evening from Station WMAL.

George Gershwin will attend the radio premiere of his latest symphonic work, "An American in Paris," during the LaTouraine Concert broadcast from WJZ at 7:30 o'clock Wednesday evening. Nathaniel Shilkret will conduct the orchestra.

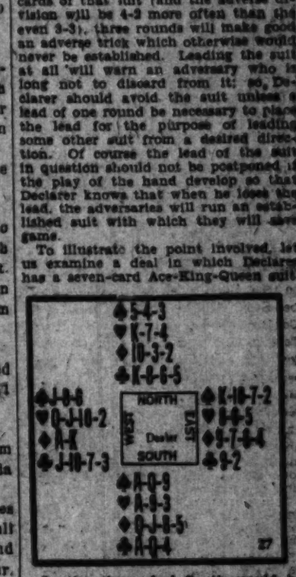
Dr. Walter Damrosch will again conduct the National Symphony Orchestra at 8 o'clock Saturday evening. The Lucky Strike Dance Orchestra is scheduled at its regular hour also.

WORK'S POINTER On AUCTION BRIDGE

When a No Trump declarer has seven cards of a suit in his two hands and that suit has as its honors the Ace, King and Queen but not the ace, and the division is four cards in one of the Declarer's hands and three in the other, he is very apt to yield to the lure of the easiest way and to do the wrong thing. It does not matter how the three honors are divided between Declarer's two hands or whether they are all in one; playing even a single round of the suit should be postponed as long as possible.

The reason for this admonition is that, should either adversary have four cards of that suit (and the adverse division will be 4-2 more often than the even 3-3), three rounds will make good an adverse trick which otherwise would never be established. Leading the suit at all will warn an adversary who is long not to discard from it; so, Declarer should avoid the suit unless a lead of one round be necessary to place the lead for the purpose of leading some other suit from a desired direction. Of course the lead of the suit in question should not be postponed if the play of the hand develop so that Declarer knows that when he loses the lead, the adversaries will run an established suit with which they will save game.

To illustrate the point involved, let us examine a deal in which Declarer has a seven-card Ace-King-Queen suit.



In the above deal South would be the Declarer with the contract at Auction one No Trump, at Contract three No Trumps; and either game West's original lead would surely be a Heart. Declarer can win this trick in either hand and if, after doing so, tries to make four tricks with his seven-card Club suit, he will establish a Club trick for West, but Declarer, with the Hearts suit still stopped, should lead a Diamond and try to establish that suit, deferring the effort to make four Club tricks.

Declarer is sure of two Hearts, one Spade and at least three Clubs. He can make a second Spade if the finesse be right, and a fourth Club if the adverse six be evenly divided; but even with the best of luck he can not make game without taking one Diamond trick, and to do that he must dislodge the adverse Ace and King. There can be no benefit in running the Clubs before he starts Diamonds, even if the six adverse Clubs are divided 3-3. Declarer should remember that if the adverse Club division is as he hopes, he can run his four Clubs at any time—they will not get away. If, however, the Club division is 4-2, postponing the lead of that suit until "the last call" may cause an adversary to discard one and make an extra trick.—Declarer.

Note the difference in the results of this hand between leading Clubs at trick 2, and leading Diamonds at that point. Declarer must lose the Ace and King of Diamonds and two Hearts either way; if in addition he should make up a Club for the adversaries, the game would be gone. If West led Hearts from a five-card suit and can take the second Diamond, game can not be made in any event. South, winning the first Heart, should lead a Diamond and continue with that suit after winning the third round of Hearts.

It is appreciated that with the above illustration before his eyes and with every card exposed, the play advocated seems so easy that a reader is apt to wonder why it is explained and say to himself: "I would never make so stupid a play as to lead Clubs under such conditions. The fact, however, is that at the card table the majority of players would do so. An Ace-King-Queen seven-card suit seems to have a call that can not be resisted by any except an expert; that is why the warning is stressed.

(Copyright, 1929.)

Card Party Planned For Mission in West

A card party will be held Friday in the Thomas Circle Club, 1326 Massachusetts avenue northwest, for the Sacred Heart Church and Mission in Thunder Hawk, S. Dak.

The Rev. J. Emmet Creahen, the pastor, formerly lived here. Mrs. William F. Goddard, Nettie A. Fitzgerald and Anne C. Tobin, chairman, have charge of the arrangements.

The Seemingly Impossible Has Been Accomplished!

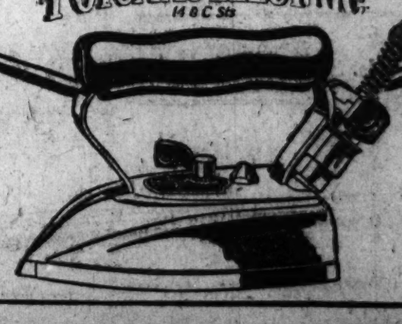
The "American Beauty" Electric Iron has been improved... Now you can have it with an adjustable automatic heat-control device, the last word. Get yours at once and enjoy the delights of owning an absolutely perfect electric iron.

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automatic electric iron—*the best iron made*

Special Short Time Offer

For a short time we will sell you one of these marvelous new "American Beauty" Automatic Electric Irons on terms of
$1.00 down; then $1.00 per month added to your electric bill,
and in addition we will allow you $1.00 FOR YOUR OLD IRON —any kind or condition, to apply on purchase price of your new "American Beauty" Automatic Electric Iron.

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POTOMAC ELECTRIC APPLIANCE COMPANY
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A STORE WORTHY OF THE PATRONAGE OF WASHINGTON'S FINE HOMES

and an occasion now to tempt every purse

THE FEBRUARY SALE OF LIFETIME FURNITURE

KEEPING pace with the advancing art of living, Mayer & Co. display only the true and genuine in character at reasonable prices. And this artistic and dependable Lifetime Furniture is specially sale-priced now. There's no need to go into detail! Everybody knows what a Mayer & Co. Sale offers. Just remember that this is the Capital City's major Furniture Event with furniture values correspondingly superior. We will gladly show you.

The Responsibility of Leadership

THE responsibility of Leadership demands that our displays always include the newest designs and authentic copies of fine furniture for Washington's Smart People.

It's an old saying now, "If you do not find it at Mayer's, there's no use to look elsewhere." Fashionable furniture and always the first to show the new things.

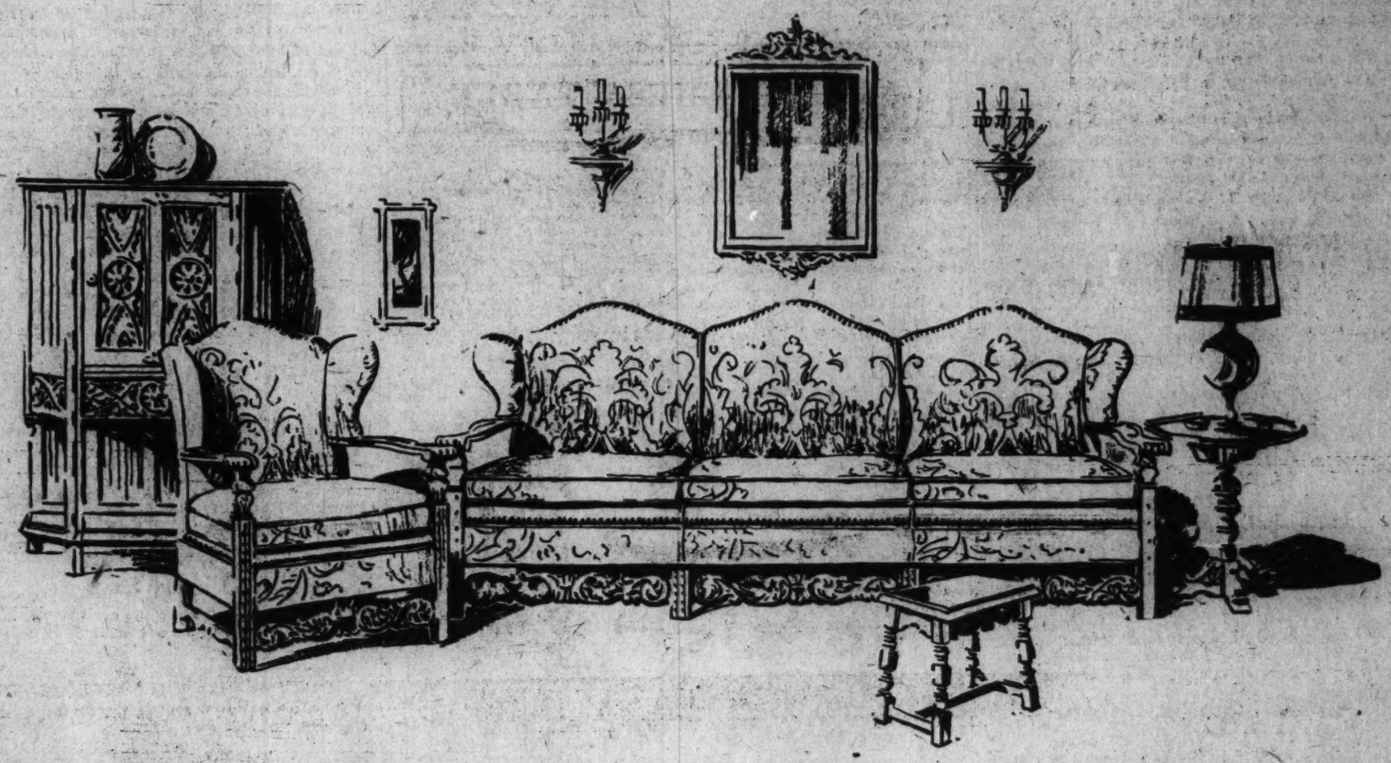
Our policy to search for the fine at little prices is always an asset to your pocketbook. And now our regular fair prices have been lowered for this sale.

Truck Delivery Within 100 Miles

MAYER & CO. service extends beyond the bounds of Washington. Our records show customers in almost every State. Distant purchasers buy with the assurance of satisfaction.

Our trucks make deliveries to all points within 100 miles. If you live farther away than that, freight will be prepaid to your nearest railroad station within the States.

Safe delivery is guaranteed and all the services and resources of this great institution are available to the distant customer the same as to the customer within the District.



BEDDING Reduced Now

MATTRESSES, pillows, springs and beds are included in the present price reductions. Now is a very good time to get that more comfortable bed you've been wanting for so long. Do it now.

MANY RUGS Are Sale Priced

INCLUDED in the general price reductions are many beautiful domestic and oriental rugs. Carpets, too, are sale priced. Savings are really worth while. Select yours tomorrow. Real savings.

Six Spacious Display Floors Teeming With Fine Furniture

NOWHERE in this section of the East will you find so much good furniture, such interesting and authentic designs, such lovely quality, such fashionable plenishings, as are included in the great Mayer & Co. Displays. Something to hold your attention every minute you are here—like a museum for interest—like a fashion center for style—like a luxurious club for comfort, and with all the good taste that characterizes the better furnished home.

FIRST FLOOR

What a picture this floor presents! Decorative Living Room Ensembles—smart as the most elite could desire—modern and traditional designs—gorgeous upholsteries—beautiful chairs, luxuriously comfortable; drawing room pieces; plenishings for libraries of culture—wall pieces restrained and elaborate; fine old clocks and consoles; decorative lamps and noble desks, and a host of occasional pieces ever so numerous.

SECOND FLOOR

A custom-built Department of Living Room Furniture with a staff of decorators to assist you with a colorful Living Room Ensemble in the best of taste and in the smartest fabrics. Library pieces of XVII Century English oak; more clocks and a complete bedding department—carpets and rugs—both oriental and domestic; a line of console tables and mirrors with hardly an end to the variety, and others.

Lamp SALON

Lamps and art objects in the better tastes occupy much interest in our Lamp Salon. Upholstered benches and marble top tables of occasional size share in popularity.

In the Lamp Salon will be found many modern interpretations of beauty and good taste at little prices.

THIRD FLOOR

Bedroom Furniture in the most refined tastes—designs after the manners of the more famous earlier periods and a sprinkling of modern suites modified in style to please the average American. Then there is a charming assortment of designs after our own dear Colonial styles—quaint and faithfully copied with present day conveniences and a choice of woods rare in the furniture industry.

FOURTH FLOOR

Here again in the vast display of Dining Room Furniture, Mayer & Co. present another picture not to be found in the vicinity of Washington. Oh! you could spend all day going from one elegant design to another. The major periods are abundantly represented with a showing of fine old XVII Century English oak reproductions unparalleled in the history of furniture making.

Decorator SERVICE

For one and all, our Department of Interior Decoration stands ready to serve. If you have a problem in decoration, the advice of our decorators will cost you nothing.

Draperies of unusual qualities and in the more distinctive patterns are shown in our Department of Interior Decoration.

FIFTH FLOOR

Another floor devoted to Living Room Furniture and its accessories. Splendid copies of Desks and Secretaries of old; faithful reproductions, and a section of occasional chairs to satisfy every type of home, personality and income. No words can describe adequately the vast assortments that come to view the minute you step off on our fifth floor of Lifetime Furniture.

BASEMENT FLOOR

Another interesting place to shop with an assortment of Colonial Chairs and occasional tables ever so numerous. Beds of metal, Day Beds, Cedar Chests, Breakfast Room Furniture, Kitchen Cabinets, Refrigerators and colorful Sun Parlor Groups, hold interest here as well as a display of cottage type bedroom furniture that fills a frequent need in many homes today. To list everything would take volumes.

Surely You'll Not Overlook This Opportunity to Save

Everything Is Sale-Priced Now

MAYER & CO.

Seventh Street Between D and E

Savings Now Are Worthwhile

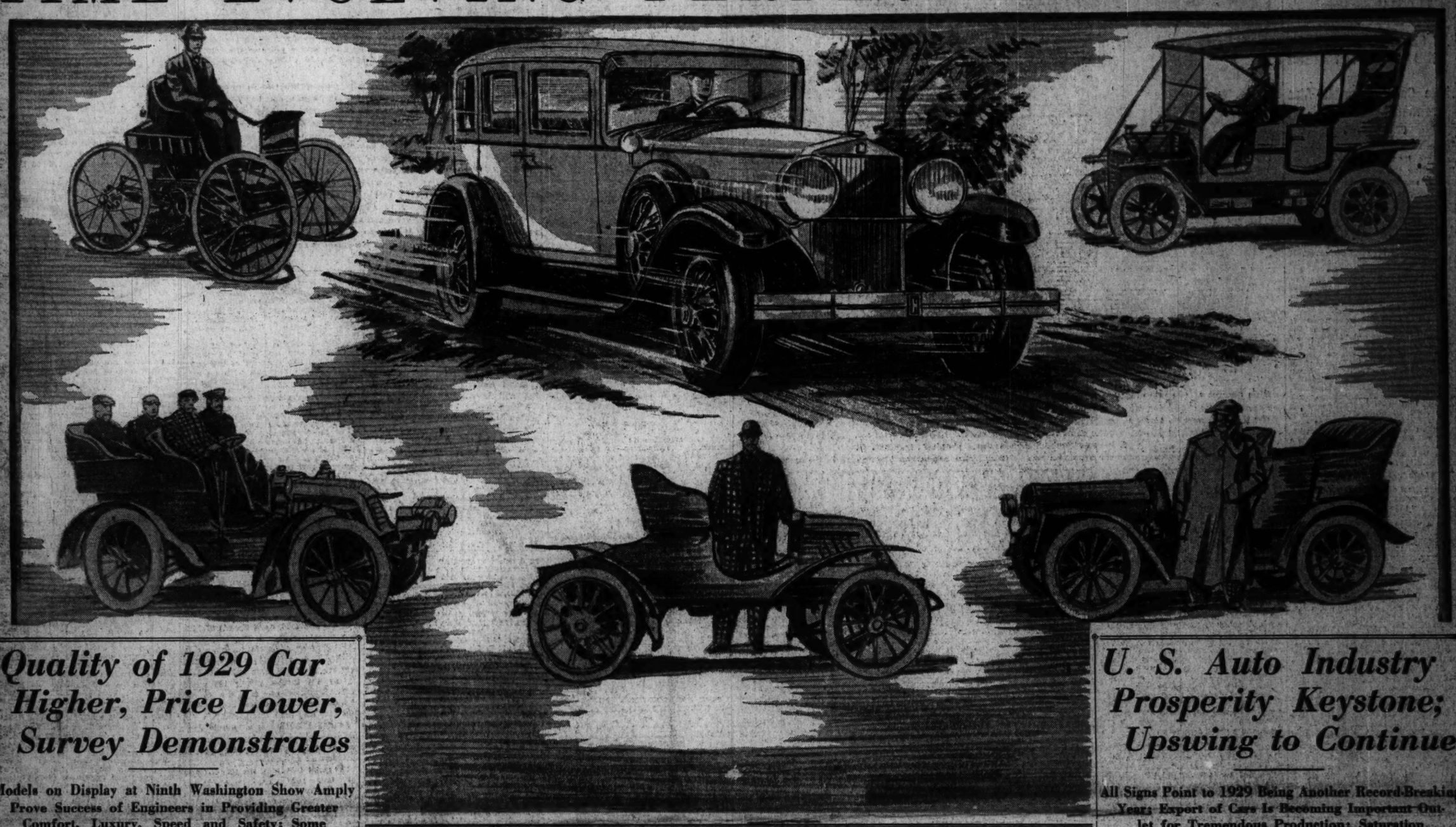
AUTOMOBILE SHOW SECTION

The Washington Post.

AUTOMOBILE SHOW SECTION

WASHINGTON: SUNDAY, JANUARY 27, 1929. A

TIME EVOLVING PERFECT MOTOR CAR



Quality of 1929 Car Higher, Price Lower, Survey Demonstrates

Models on Display at Ninth Washington Show Amply Prove Success of Engineers in Providing Greater Comfort, Luxury, Speed and Safety; Some Notable Achievements in Design Attained.

By FRANK J. CARMODY.

QUALITY and quantity are up; prices, proportionately, are down.

That is the nutshell story of the automobile for 1929 as it is revealed in all its lustrous beauty at the Washington Auditorium in the National Capital's ninth annual automobile show.

Such a story, however, is not enough for the motor enthusiast. He is not of a species that is satisfied with general statements. He knows enough about his automobile to want the details. What have they done about that wobble in the front wheels when the speedometer is bouncing off the 70-mile post? What about that cutting out of the motor at high speeds? What about compression? How high is it now? What, precisely, does it mean? What about comfort? How is the leg room this year-and the head room? Is that whistle still in the clutch release bearing?

Interminably he can ask questions—and does. The automobile is very much a part of his life, a different make and model for the lives of different individuals. No wonder he wants to know.

A machine with a million details, seemingly, the automobile is one that yearly lends each detail to improvement.

Good Cars Made Better.

Looking over the cars exhibited this year, the impression is inescapable that after last year's auto show the sales department of each company escorted one of the then current models over to the engineering division, dumped it on the doorstep, and said:

"You've done a fine job. This is a fine automobile. It is so fine that you are going to have a hard time to make it better. However, it has to be done. Good-by, see you next year."

A year later, the engineering division brings back the car. Different in appearance, different in performance, different is its marvelous beauty, different in comfort it is. And the differences all are in favor of the 1929 product.

Its visual effect, it generally is agreed, is the first important feature of the automobile. What is the visual effect of the 1929 models? How is it achieved? What has happened to the favorite car of this or that individual during the process of design transformation, alchemy, revolution or whatever one prefers to label it?

All Classes Improved.

In the first place, dealing with appearance, one becomes acutely aware that the practitioners of "no yearly models" have become fewer and fewer. And even these by a subtle, delicate revision of lines here and there, obtain strikingly more pleasant effects without changing the general composition.

Very few cars look as they did a year ago.

Down in the low price realm, for instance, Chevrolet has become a six with new lines. Whippet is a larger car, visually far from the car of a year ago. Plymouth has supplanted the Chrysler four, not only in name, but also in appearance. Durant is modified. Ford's model A is the same, but new body styles broaden and vary the line.

Just above where one finds Essex, Pontiac, Oldsmobile, De Soto, Dodge, and others old in name and reputation it is easy to see that design has taken a progressive stride. Chrysler's 95, Oakland, Chandler, and others in the next cost tier also reflect a distinction. Buick, Nash, Studebaker, three veterans, all have come out of the caldron in brand-new and superior forms.

On upward still, where Marmon, Pierce-Arrow, the larger Chryslers, La Salle, Stutz, Franklin, Cadillac, Packard, Pierce-Arrow and other well known automotive citizens trod their luxurious and dignified ways, evidences of still smarter tailoring are rampant.

Curves Symbolize Speed.

Striving for the same thing, to express in design what the car stands for, to make the exterior reflect the general motif, so to speak, it is not unnatural that the engineers have looked generally to the same features. The broad result is that the straight flat line which connotes repose has given place to the gentle arc and broad curve which symbolize speed.

Accordingly, roof lines of closed cars have taken a new aspect. Window reveals also are arched. The angle at which the fender comes down to the running board, is flatter. The fender itself is more sweeping and imparts a new dash to the vision of the car.

The high, narrow radiator which has been headed for universal adoption for more than a year now is everywhere. In those cases where such depth is not needed for the cooling solution, a false bottom is incorporated to give the essential depth.

There is a decided trend toward covering up chassis parts which formerly stuck their obtrusive and ungraceful heads into the picture of beauty which the total car represented. It used to be that this particular gesture was confined to the cars which sold up near the golden canopy. Not any more. The makers of smaller cars, evidently convinced that what is sauce for the goose could not possibly upset the gander, have begun to do likewise.

Items of Increased Beauty.

Front and rear appearance has been cleaned up remarkably. Setting the headlights on stanchions has been one contributor to frontal appearance improvement. With the ornamental tiebar between the lamp pedestals, it has been possible to incorporate the more handsome equivalent of a name plate in this place and to eliminate the latter from the radiator shell.

As to the rear, its chief improvement comes from the removal of the spare to the fender wells in front. Spare tires and tire racks may be and undoubtedly are essential. At the back of the car, however, their greatest admirers never could regard them as beautiful. They are gone now, in many cases, and it helps. So does covering the gasoline tank with a neat plate.

In some of the higher priced cars the effort toward improving rear-end appearance has taken the form of a molding that breaks the severity of the line. Incidentally, fenders, which always have been especially austere, are improved by a departure of a similar nature, achieved by an inexpensive form of stamping.

The double drop frame is almost universally employed in the designer's quest for lowness without sacrifice of interior depth. Some especially significant gains have been made in this direction this year. Smaller wheels also are a factor of real value.

How Comfort Is Enhanced.

The comfort of the new cars is one general aspect of them that is bound to have a far-reaching appeal. The universal use of shock absorbers, increased roominess of bodies, more effective angling of seats, the adjustability of seats, the incorporation of an arm rest in the middle of the rear seat—these and other gestures make the 1929 car vastly superior in respect to the physical ease it confers upon driver and passenger.

There was a time, not long ago, when hydraulic shock absorbers were limited to the finer car field. They are every-

CONTINUED ON PAGE 14, COLUMN 2.

AUTO SHOW A SYMBOL OF NEW LIFE

Exposition Reflects Motor Car's Marvelous Contribution to Advancement of Civilization and Hints of Still Greater Blessings Yet to Be Given

By WILLIAM ULLMAN.

COLOSSUS again strides upon the stage.

Colossus, of course, is the automotive industry and the stage is the Washington Auditoriam, where the products of that industry have been assembled, a gay and glittering galaxy important and fascinating, electrifying something in the consciousness of every individual, the cars themselves never can be the whole of the automobile show. It is not until they take on the character of symbols of something mighty, far-reaching, and vital in the Nation's life that their full meaning breaks through the fabric of their rich and glowing beauty.

Crowd a Vital Element.

To the individual who expects more of the automobile show than merely the display of motor cars, as glorious and vivid as that display is, the throng is an essential ingredient. The cars show the industry's design progress. The crowd, comprised of the exalted and the lowly—the diplomat, who represents a king, and the ruddy-faced laborer, who is a king to a wife and child, perhaps—it is the crowd that shows an aspect of the industry's progress more significant than that revealed in better design.

Colossus is the automobile made great. The throng is the factor that made it so.

Automobile show time suggests an inventory of motordom. Yearly, it becomes a more mammoth undertaking. Reaching into the life of the humblest inhabitant of the humblest hamlet, the automobile has created the thing we call "motordom." So vast is its spread that analyzing it bears close kinship to an analysis of the thing we call life. With nearly 25,000,000 cars in use, the two words become almost synonymous.

Of the more concrete manifestations of the automobile, one finds the car itself, the traffic it has brought into being, and the highways the creation of which it has dictated. One can take stock of these. By doing so, one may faintly grasp the ever-mightier meaning of the motor car to the Nation that has pushed it to its mammoth development. Its valuable contribution to the individual's wider horizon, his greater satisfaction with life, his more virile health, his spiritual as well as his material enrichment—these elusive and evanescent things become more tangible in such a case.

Industry Fears No Foe.

It is clearly visible in the new cars that the automobile industry, probably more so than any other, is immediately on top of the thing designated by the economist as the "new competition." If the day is past when various individual units of an industry obtain their chief form of competition from within, then the automobile manufacturer is impregnably armed against that which comes from without.

When he puts his commodity before the consumer he offers a value marvelously enhanced. Yearly it embodies greater beauty, the first appeal. Comparably, it boasts of a higher degree of safety. It is easier to handle and less costly to operate and maintain. Its power is lifted to new heights. Its comfort gains amazingly. In each of these basic characteristics, the motor car is improved.

Unflagging research that cost untold millions and that will cost millions more is the source of these progressive steps. Yet along with his quantatively and qualitatively better car the manufacturer appeals for public patronage with a lower price. A monumental achievement.

What other industry can match it? The answer is obvious.

One way in which the automobile industry dominates the world without obtaining for itself the widespread recognition this fact deserves is in respect to its research program. The greatest resources of engineering intelligence are amassed by the industry. Financed in any undertaking that gives the slightest hope of producing a better automobile, the scope of this vast army of scientists is virtually unlimited. Enormous laboratories, to which additions constantly are being made, and the finest and most delicate equipment available also are available to the engineering corps pursuing the perfect motor car.

Auto show time especially calls the Nation to a halt to pay tribute to the product of this monumental research, to the men who have engaged in it, and to those whose vision led them to finance it. The new cars are filled with the fruit that grew in this vast garden of gauges and gadgets. Justice demands a word of grateful praise.

At this season when, in seeing the new cars every one foresees for them a greater measure of usefulness to mankind, a survey of the conditions that surround automotive use suggests itself. What of the traffic regulations under which these cars are driven?

To those who have followed the automobile's legislative history from the era in which it was looked upon as "the rich man's toy" until the present, there is cause for satisfaction. They have seen the mighty sweep of the motor vehicle crash through the last barrier of prejudice, narrowness, and stupidly restrictive laws.

Traffic legislation is not perfect today. Far from it, and yet, there are numerous hopeful signs. The most hopeful is that the tide of public opinion is definitely and unalterably against those conditions which limit the sphere of motor car usefulness. Scientific minds are probing the mass of detail out of which will emerge the ideal traffic code. Already, the basis of uniformity in regulation has been prepared. It has found an ever-widening degree of support as the individual car owner makes it clear that he desires to use his car everywhere with a total absence of confusion that confounds safety.

The past year has seen motordom grow more articulate on this subject. The current twelve-month is destined to see still further progress unless prophecies go generally awry.

The speed with which the automobile wove itself into the national life, of course, complicate the traffic and highway problems.

Yet, they are not dreams, these plans to provide facilities for the automobile that will enable it to confer the full promise of its economic, healthful, educational and other benefits. If the ideal of a highway 100 feet wide, stretching from coast to coast, and permitting speeds of 70 miles an hour seems fragile and remote, one has only to recall that in less than 15 years the automobile has lifted the country out of the mud. Its achievement in this respect totals today more than 500,000 miles of hard-surfaced highway.

It takes millions, billions, to provide the facilities that the automobile demands in the way of broad, smooth, unbroken straight highways.

Yearly, however, greater and greater sums are devoted to this end.

That is evident in the stupendous figure of $1,500,000,000 that went into streets and highways in this country during 1928. Always mankind has thrown away its greatest achievements in order that it may achieve more greatly. Highways that served well and faithfully the needs of ten years ago must be widened today. Points that a decade ago were in no need of being linked or needed nothing more than a dirt pathway between are calling now for a surfaced highway that the economic and spiritual welfare of the area may better be served.

The fruits are too golden to be sacrificed.

Destroy to Build Better.

Within the city, designed for another transportation era, equally significant changes have been taking place. The catch at the heartstrings that was caused by transmutation of an historic and beautiful avenue into something more consistent with modern needs is felt less and less today. Society has recognized that it must destroy in order to build more beautifully.

Therefore, new and broader, more sweepingly generous attitude toward the highway program of the country.

There is a growing trend in automobile buying today that impresses itself with especial emphasis at this time of year; namely, the impulse of a far greater number of families to achieve the benefits of dual car ownership. The world is "sold" on the automobile, to use a current expression. With marked rapidity it is being sold on the two-car idea.

Nearly 4,000,000 families have supplemented their original transportation equipment of one car with a second. They are not the families of wealth, but the ones who are intent upon reaping from life its last vestige of richness. They recognize the immense influence of transportation upon the achievement of this goal.

Suburban homes, concrete evidence of the great decentralization development made possible by the automobile, now are being built with garage space for two automobiles, because this particular form of residence demands the utmost flexibility in transportation. In this connection one comes upon one of the material evidences of the vast new wealth created by the motor car—the marvelous enhancement of real estate values.

Huge Dividends Paid.

It has been estimated by conservative economic authorities that the automobile creates more than $10,000,000,000 of new wealth annually. The cold figure is almost too vast for full comprehension. Yet to achieve this $10,000,000,000 the public spends with the industry approximately $3,000,000,000 annually. A nice return upon the investment.

Inextricably the automobile has woven itself into the fabric of American life. In its every manifestation is this fact apparent with crystal clarity.

Especially does every one become aware of it when show time comes around.

Time, Place and Other Facts About the Motor Show

PLACE—The Washington Auditorium, Nineteenth and E streets northwest. Entrance to automobile show on Nineteenth street side.

TIME—Open every day from 1:30 p. m. until 10:30 p. m. beginning Monday, January 28, and continuing through the following Saturday, February 2.

EXHIBITS—Include 36 makes of passenger cars, displayed in more than 150 different models—town cars, sedans, roadsters, phaetons, coupes, cabriolets, limousines, speedsters, and numerous modifications of these body types.

ADMISSION—Fifty cents.

AUSPICES—As in past years, the exhibition is presented under the auspices of the Washington Automotive Trade Association, of which Edward M. Wallace is the president. The show committee includes Rudolph Jose, chairman; J. E. Dugas, Raphael Semmes, and Frank P. Stewart.

MUSIC—Music on both floors of the Washington Auditorium by the Meyer Goldman Orchestras.

PASSENGER CAR EXHIBITS.

Auburn	Erskine	La Salle	Pierce-Arrow
Buick	Essex	Lincoln	Plymouth
Cadillac	Ford	Marmon	Pontiac
Chandler	Franklin	Moon	Reo
Chevrolet	Gardner	Nash	Stearns-Knight
Chrysler	Graham-Paige	Oakland	Studebaker
De Soto	Hudson	Oldsmobile	Whippet
Dodge	Hupmobile	Packard	Willys-Knight
Durant	Jordan	Peerless	Windsor

U. S. Auto Industry Prosperity Keystone; Upswing to Continue

All Signs Point to 1929 Being Another Record-Breaking Year; Export of Cars Is Becoming Important Outlet for Tremendous Production; Saturation Point Still Is Regarded as Far Off.

By HERBERT S. HOLLANDER.

THE full stature of the automotive industry, its tremendous economic importance, and its vital relationship to the material well-being of every individual, never was displayed with greater eloquence or emphasis than during the year 1928, when it stood forth as a strikingly stalwart mainstay of general business and industry in the United States. It is agreed by all competent observers that the greatly accelerated activity in the automotive industry had an enormous bearing upon the successful manner in which the year finally balanced its books.

In past years this has been true in lesser degree. In 1928, the automobile industry was a veritable keystone upon which business and industry was able to rear a wide arch of prosperity. Because automotive enterprises were able to move forward with marked vigor many businesses were active and many lines enjoyed a "good" year. During the twelve months a great industry grew still greater and spread its sphere of influence.

Export Market Widens.

Before detailing, by fact and figure, what 1928 saw accomplished, and setting forth an approximation of what the new year should bring forth, it would be well to touch upon probably the most significant development within the industry at the present time. That development is the constantly increasing importance of the export market. Trivial but a few years ago, automotive exports constitute an impressive total today, and the whole movement is growing with a rapidity and with an aggressiveness that speaks volumes for future trade.

The enormous productive capacity of the industry makes it imperative that it find new outlets. The domestic market, while apparently far from the mythical saturation point, nevertheless obviously is limited in its capacity to absorb more than a certain number of cars. Now the number of motor cars that the domestic market is able to take care of each year is staggering in its immensity. Yet, so powerful is the automotive industry, so large and so efficient, that its plant capacity is above the total which can be handled in this country.

With a view of building up a strong secondary market—which some observers believe eventually will be as large as the domestic one—virtually every automobile manufacturer is making every effort to sell a goodly percentage of his output abroad. How successful those endeavors were during 1928 is shown by the fact that 910,000 passenger cars and trucks were sold outside of the United States, or 17.5 per cent of the output. Striking indeed is the figure which shows that there was a 26 per cent increase in foreign sales over 1927.

Merchandising Is Sound.

American automotive manufacturers are becoming increasingly successful in marketing their products abroad, not only because most foreign markets have revealed a decided "natural" preference for them, but because no stone is being left unturned in selling them properly, servicing them carefully and building real good will. The American automobile manufacturer today is insistent upon the best type of representation abroad; he is tireless in his efforts to provide the highest type of maintenance and he is doing numerous other constructive things which will assure him a growing market with the passage of the years.

It is interesting to note, in passing, that more so than ever this year the year-end statements by the leading automobile manufacturing executives emphasized the increasing significance of the foreign field. In fact, there was hardly a maker, large or small, who did not devote an impressively large portion of his discussion to that phase of the industry's development. The export angle of the whole situation now has reached a point of major importance, and there is every sound reason to believe that it will assume still more importance from now on.

With the production of 4,636,003 cars and trucks last year, a new record was established. Each year one marvels at the ability of even so enormous a group of plants to make and market millions of units and student regularly one has to be prepared for still other industrial wonders. It is easy to say that 4,636,000 cars and trucks have been made and placed into the hands of consumers within a space of twelve months, but reflection certainly indicates how much easier said than done. And the more one knows about this amazing industry the more one is convinced that it is among the real marvels of our modern era. There is no exact counterpart. In virility, in flexibility, it stands unsurpassed.

Has Set Industrial Pace.

In fact, it has set the pace for industry generally. And, in addition, many phases of merchandising which are recognized as distinctly American and which are distinctly successful, trace their origin to this industry.

Simply to cite the figure covering the wholesale value of the cars and trucks produced last year is enough. The total value was $2,630,500,000. Add to this, also, a sum of $670,000,000, which is the value of rubber tires for replacement, and a sum of $950,000,000, which is the value of service equipment and parts and accessories for replacement. The result should lead to the explanation why the automotive industry was a mainstay of business and industry last year.

Another figure which tells the same story in a graphic fashion is that covering the number of persons employed in motor vehicle and allied lines—4,110,000. And still another is that which tells the number of carloads of revenue freight shipped over the railroads in 1928—3,600,000. The vast sum of $1,500,000,000 was spent on highways to accommodate these cars, and government agencies of one sort or another last year received $725,-386,000 in taxes on motor vehicles. Agriculture, a basic industry of the country, is benefited through the use by the tire industry of 299,500,000 pounds of cotton fabric.

Other Figures Amazing.

Any phase of the automotive industry chosen for analysis brings to light new facts and figures which prove amazing even to those who have followed the course of the industry for years. During the last year, for instance, the motor industry consumed 10,860,000,000 gallons of gasoline, while motor oil consumption reached a total of 434,000,000 gallons. A total of 814,-000,000 pounds of crude rubber also was employed. Of the total plate glass production, 60 per cent was utilized by the automobile industry. How dependent the steel industry is upon the automotive field is shown by the fact that of total output, 15 per cent was consigned to motor makers. A ratio of 12 per cent held in the copper industry, while 85 per cent in rubber.

Thus it is established that the year 1928 saw the automotive industry brought to new levels of accomplishment.

What, then, is the outlook for the present year, the one which, under the stimulus of automobile shows and the

CONTINUED ON PAGE 28, COLUMN 3.

GOVERNMENT SEEKS TO PROTECT BEAUTY IN ROAD BUILDING

More Than 74,000 Miles of Surfaced Roads Made; 11,000 Under Way.

WAR ON TOLLGATES AND UNSIGHTLY SIGNS

Bridge Construction Is Also Prominent Part of Federal Work.

By W. J. VOSS.

Paralleling the endeavor of the automobile manufacturer to build more and better cars, the United States Government is making every effort to extend the Nation's highway systems to meet the demand for a broader use of the country's millions of motor cars. As automotive production increases and shows every sign of continuing volume, the necessity for highway improvement and extension becomes more and more apparent. Hence, in response to this demand, Uncle Sam, through the Bureau of Public Roads of the Department of Agriculture, is endeavoring to use every means at his command to foster road building.

This activity of the Government is taking a fourfold form. First, is the extension of Federal aid to States for the construction of roads. Then attention also is being given to the establishment and suitable marking of the most direct routes. The bureau further assists this huge enterprise by countercampaigns against private interests that seek franchises for toll roads and bridges. Over and above the actual work of supplying the roads needed for some 23,000,000 motor cars, the bureau is fighting for the preservation of natural beauty along the routes. This task is aimed especially against unsightly filling stations, billboards and roadside lunchrooms.

11,000 More Miles Begun.

Construction and improvement of the public highways under the Federal-aid road act are proceeding rapidly. Since the passage of the act in 1916, the country's highway system has been augmented by nearly 74,000 miles of surfaced roads, the cost of which was $765,000,000. This sum was appropriated by Congress and obligated for expenditure, besides the sum spent by the States which were benefited.

Nearly 11,000 additional miles of road now are under construction, and the estimated cost of this mileage is $271,000,000, of which the Federal Government will contribute about $107,000,000.

At present the annual appropriation for Federal aid is $75,000,000. This is a large sum contrasted with the total expenditures over the 12-year period, and it further shows the extension of the activities of the Government in expanding the Federal-aid highway system. There now are 188,000 miles in this nation-wide system of interstate and county roads, and it is being improved with Federal aid by the addition annually of 6,000 miles.

Bridge building also is a significant part of the Government program. During the year the aggregate length of Federal-aid bridges completed throughout the Nation, with their approaches, was more than 54 miles. This brings the total of these spans in the system to 222 miles, while 68 more miles are in the process of building.

Beauty Spots Accessible.

The Federal system also is playing an important part in making the beauty spots of the national forests more readily accessible. During the year, 281 more miles brought the total of modern roads in the forests to 2,775 miles. There also were added during the year 42 miles of roads which form part of a five-year program in the national parks, where 1,500 miles of new roads are to be constructed under supervision of the Bureau of Public Roads. Every effort is being made in this feature of the work to develop the esthetic characteristics of roads and bridges, and special care is taken to preserve the scenic beauties of the parks and to avoid marring the landscape.

Progress in highway construction shows plainly the steady improvement of the durability of roads also. And this is as important as the annual increment of mileage which has brought the Federal system to its present preeminence. The motorist of 1929 asks not only for more roads but ones of finer quality, and the Bureau of Public Roads is endeavoring to bring this about.

Standards of construction have been changed considerably. There were fresh problems to be solved, not only because vehicular traffic was heavier in volume, but also because its pace has undergone such marked acceleration. Safety also is an objective in the work, and to achieve it the hazardous points along the highways are being eliminated rapidly.

Sharp Curves Must Go.

Among the greatest offenders is the sharp curve. It is decreed that this must go. Modern road building practice is to build curves with longer radius and banked surfaces, so that turns may be negotiated more easily. Considerable study also is being given to width of roadway and the bureau is counseling adequacy in this respect. The single-track highway, of course, is no longer included in the Federal-aid scheme.

Of paramount importance is the improved system of highway marking by which the bureau is successful in saving time and effort on the part of the millions of users of the Nation's highways. In the day now passing, the traveler was given his directions by colored bands on telegraph poles, but the defects of this system are apparent. Paint will fade, and uniformity is markedly absent.

The United States system of highways already has attained to a mileage of 96,000, covered with the United States route number markers, by which the motorist is able to tell at a glance whether he is following the road on which he set out at the start of his journey. The greatest number of these directional signs have been placed through the cooperation of the States. When the entire system is so marked, the speeding-up of distance traffic will have proved the worth of a plan which embodies such economic importance as well as personal convenience.

Standard Danger Signals.

Standard danger signals in addition to the numeral markers are included in the United States highway system plan, and there is assurance that this work will be largely completed during the forthcoming twelvemonth.

The concern of the bureau regarding beautification of rights-of-way has been placed on a practical basis. The bureau is now authorized by law to bear part of the expense of wayside planting. Several States already have proved what can be accomplished in this respect. As this work progresses, it will demonstrate that a highway may be made to bloom with verdant loveliness where before it was an offensive eyesore.

Considerable physical research has been undertaken by the Government's road experts. They constantly are studying the characteristics of road-surfacing materials and subgrade soils, and are delving into the measurement of natural and vehicular forces to which the roads are subjected. Each experiment adds to the fund of knowledge which gradually is evolving more improved bases of highway design.

The bureau's outspoken opposition to further extension of the toll road and toll bridge system is an outstanding example of its effort to function in the interests of the motoring public. Unrelenting warfare is being carried on with every weapon at the bureau's command.

Pay Routes Opposed.

It stands opposed to the private interests which seek franchises for what the bureau believes are unnecessary pay routes. There is every prospect that this momentous issue will receive careful attention in Congress. It is the belief of those connected with the bureau who have studied the subject that the public can finance and build bridges at lower cost, the saving being passed on to the taxpayers, almost all of whom might be classed as car users.

The bureau also is warring against the defacement of roadsides by billboards, dilapidated lunchrooms and unsightly filling stations. It is bending every effort to bring closer to realization the time when the automobile trails of America will course through scenery unmarred by these unattractive objects. The billboard is considered the most flagrant offender, and the bureau holds that it not only scars the landscape, but in some instances constitutes a menace to safety by preventing motorists from seeing directional and cautionary signs.

To sum up Uncle Sam's program for the year just looming, it may be said that his endeavors and his influence are being thrown most actively behind the automobile owner.

THE PRODUCTION STAFF BEHIND THE AUTO SHOW



This quintet of officials and members of the Washington Automotive Trade Association are directly in charge of the exposition which is held yearly under the auspices of the association. They are, left, at the top—Edward M. Wallace, president of the W. A. T. A. Top, right—Rudolph Jose, chairman of the show committee and director of the show for the ninth consecutive year. Below, left to right—John M. Dugan, Raphael Semmes and Frank P. Stewart.

LOOKING OVER THE NEW CARS AS THEY PARADE IN REVIEW

NEVER before has there been spread before the motoring public such a galaxy of new automobiles as is now displayed for the delectation of Washingtonians. Against the 900 models of last year almost 350 new types are now ready for the prospective purchasers of 1929, virtually all manufacturers having extended their lines to meet new tastes and purses.

Prices range from $450 up to $15,000 and every conceivable style of body is available for inspection. In this collection there are 38 eight-cylinder cars, 55 sixes and 4 fours. The chief appeals of the latest automotive products are described below in such a way as to afford motorists a bird's-eye picture of what the present market offers.

Auburn.

Among Auburn's new models is the de luxe straight eight, recently introduced, known as Model 120. It is powered with a 125-horsepower Lycoming engine on a wheelbase of 130 inches, with four-wheel internal expanding hydraulic brakes, Lovejoy shock absorbers, dual carburetion, dual manifolding and Bijur chassis lubricating system. Six models are obtainable.

The engine, thermostatically controlled, has been increased to 125 horsepower without increasing the size of bore or stroke. Springs of the 120 model are extra long. The bodies are obtainable in a number of color combinations.

One of the most unusual bodies is that of the Auburn cabin speedster, for two passengers, with long, low, racy lines and said to be capable of attaining more than 100 miles an hour.

Other lines are a six and a straight eight, in which eleven body types are offered.

All three lines have four-wheel internal expanding hydraulic brakes, Lovejoy shock absorbers, Bijur chassis lubrication system, corona-proof ignition wires and starter button on dash.

Blackhawk.

The Blackhawk, a new car added to the Stutz line, is presented for the first time. Built on a wheelbase of 127½ inches, the line comprises ten body styles. The cars are offered with six or eight cylinders, at the customer's option. With the exception of the power plant, specifications of the Blackhawk "6" and "8" are identical throughout and the prices the same.

The Blackhawk has a transmission of four forward speeds, new gasoline pump and the "noback," an automatic device that prevents backward roll on a hill. Other features include worm gear, low center of gravity, Triplex safety glass, steel running boards integral with the frame chromium plating of all exterior metal parts, safety non-glare Ryanlites for headlamps, new design steering mechanism and four-wheel hydraulic "vacuum booster" brakes.

Of the ten body styles in the Blackhawk line, seven are composite bodies designed by Le Baron and three Weymann bodies.

Buick.

A new four-passenger coupe is introduced by Buick as an addition to the silver anniversary line presented last July.

The newcomer is built on a 121-inch chassis and powered with a 91-horsepower motor. Exclusive of this model, eighteen cars make up the Buick 1929 line.

On a 116-inch wheel base, with 74-horsepower engine, are a two-door five-passenger sedan, five-passenger phaeton, two-passenger business coupe, four-passenger special coupe and five-passenger four-door sedan.

On a 121-inch chassis, with motor of 91 horsepower, are a four-door, five-passenger, close-coupled sedan; four-passenger sport roadster, two-passenger business coupe, four-passenger special coupe and five-passenger sedan.

On 129-inch wheel base, with a similar motor, are a seven-passenger touring car, seven-passenger sedan, five-passenger close-coupled sedan, four-passenger de luxe convertible coupe, five-passenger sport phaeton, five-passenger sedan, five-passenger coupe and seven-passenger sedan-limousine.

The silver anniversary models embody several changes. With its six-cylinder valve-in-head engine almost one-fifth more powerful than before, the entire chassis has been enlarged, vacuum tank has been eliminated and a mechanical fuel pump substituted. Vibration has been reduced through a four-bearing counter-balanced crankshaft.

The front seat in all closed styles is now adjustable.

Cadillac.

A five-passenger imperial landau cabriolet with Fisher body has been added to the Cadillac line. It is a close-coupled Berlin limousine with opera seats, and the entire rear quarter, decorated with landau bows, is collapsible. There are just two windows on each side.

The new car is on the same 140 wheelbase on which are produced 26 other body styles, 11 by Fisher and 12 by Fleetwood. All are powered by a V-8 engine.

Cadillac equipment includes Lovejoy shock absorbers, duplex-mechanical four-wheel brakes, "synchromesh" silent shift transmission, shatter-proof glass, nonglare colored glass visor, front and rear bumpers, thermostatic radiator shutters, parking light on front fenders, tandem type windshield wiper, chromium plating of exposed nickel parts and new use of pneumatic principles for maximum quietness.

Chandler.

Twenty-six body styles are found in Chandler's new "65," Big Six, Royal "75" and "85" series. All have high-compression engine and chromium-plated head lamps, cowl lights and radiator. With the exception of the "65" Six series, all the models are equipped with Westinghouse vacuum brakes and One Shot lubrication system.

The "65" Six series includes a coupe, cabriolet, sedan, de luxe sedan, coupe with rumble seat, touring and sportster. Seats are upholstered in mohair and plush. Dull-finished hardware is used. Arm rests are found with the de luxe sedan, and all de luxe models have Circassian door panels and window moldings.

The "65" motor is patterned after the Big Six's Pike's Peak and has a bore of 3⅛ inches and stroke of 4¼ inches.

The Royal "75" has a 118-inch wheelbase and an eight-cylinder engine of 3-inch bore and 4½-inch stroke. A five-passenger brougham, a sedan and coupe are among the models offered. Adjustable front seats are a feature.

The Royal "85" eight series comprises a five-passenger sedan, a berline, two coupes and a touring car.

The power plant of this series is an eight-in-line type, with a bore of 3⅛ inches and stroke of 4¼ inches, capable of developing 80 miles an hour.

Chevrolet.

For the new year Chevrolet offers the new six-cylinder line introduced last November, including two open and five closed cars.

The closed styles are a coach, sedan, sport cabriolet, coupe and convertible landau. Open models are a roadster and phaeton.

The engine has a bore of 3 5-16 inches and stroke of 3¾ inches, and develops 46 horsepower. Carburetor is larger than last year, camshaft is newly designed with a fabric gear. There is a new acceleration pump for quicker get-away, a new hot-spot manifold and new design combustion chamber.

Bodies are roomier, in various color combinations, on rigidly braced chassis of 107-inch wheelbase. The new radiator shell is chromium plated. Headlamps are fitted with chromium-plated rims and mounted on similarly plated standards. Upholstery is in mohair and corduroy. Standard equipment on the various models includes steel disc wheels, balloon tires, stop light, smoking set, rear-view mirror, theft-proof lock, gasoline gauge and automatic windshield wiper.

Chrysler.

A new model four-passenger coupe has been added to Chrysler's "75" line. The cars bearing the Chrysler name now include the "65" and "75," which were materially redesigned last July, and the Imperial, which was redesigned last month.

The principal features of the cars include external expanding hydraulic four-wheel brakes, "silver dome" and "red-head" high-compression motors, new Iso Therm invar-strut pistons and slender profile radiator shells with new bowl-shaped head and cowl lamps.

The new "65" combines the most powerful engine, strongest chassis and roomiest bodies offered by Chrysler in that price range. The body is mounted on rubber shims, seats are wider and deeper, and head room and leg room are greater. New colors are offered for each of the six body types.

The "75," with engine also mounted on rubber, has automatic thermostatic radiator controls. Doors are wider, rear-view mirrors glare-proof. It has a duplex channel rigid frame. Non-shatterable windshield glass is standard equipment.

The new Imperial comes in nine body styles—sedan limousine, town sedan, five-passenger sedan, seven-passenger sedan sport phaeton, seven-passenger touring, roadster, convertible coupe and two-passenger coupe, the last three all having rumble seats.

De Soto

A new model "coupe De Luje" has been added to Chrysler's De Soto line, introduced last August. It has a top of metal construction in Peter Pan blue, and is upholstered in mohair, with hardware in Butler finish.

Other models of the line, designated in Spanish for the most part, are the phaeton, roadster Espanol, business coupe, sedan coche, sedan and sedan De Luje.

All the models have high radiator, with shell of the slender profile pattern. Tops of the closed bodies are curved to harmonize with arched-window silhouettes. Fenders are full crown.

The engine is capable of developing fifty-five horsepower. The "silver dome" high-compression motor is standard equipment. The "red head," for high-test fuels, is also available at extra cost.

Head and cowl lamps, of the bowl type, are chrome plated, as are the tail light and other external bright metal parts. Upholstery of the closed cars is in mohair, while open styles are in tan leather. A wide variety of colors is available in the seven body types.

Other equipment includes internal expanding hydraulic four-wheel brakes, Lovejoy hydraulic shock absorbers, small wheels, self-adjusting spring shackles and special manifolding.

Dodge.

A new car, to be known as the Dodge Brothers Six, is presented for the first time. It is the first new Dodge Brothers car produced since Walter P. Chrysler obtained control of the company.

The Senior Six is retained as the only other passenger car in the Dodge Brothers line, the Victory Six and Standard Six being discontinued.

The Dodge Brothers Six is offered in eight body types, including a five-passenger phaeton, roadster with rumble seat, five-passenger sedan, five-passenger de luxe sedan, five-passenger brougham, four-passenger Victoria, two-passenger coupe and de luxe coupe with rumble seat.

Engine is L-head type, with bore of 3⅛ inches and stroke of 3½ inches and a total displacement of 208 cubic inches. Seven bearings, with an area of 24.15 square inches, support the 52-pound crankshaft. Invar struts aluminum alloy pistons with three compression rings and one oil ring are provided. The engine is insulated from the frame by rear rubber mounting.

The motor develops 60 or 65 miles an hour and is capable of higher speed. Engine accessories include oil and gasoline filters and air cleaner. Oiling system is by gear type pumps.

The sedan line includes eight body styles, brougham, landau, sedan, roadster, sport-roadster, coupe, sport coupe, sedan and sport sedan.

All exterior hardware is chromium plated. Engine features include seven-bearing crankshaft, invar strut pistons and hydraulic internal expanding four-wheel brakes.

Durant.

Two new six-cylinder cars, both featuring a transmission of four speeds forward, have been added to the Durant line.

One, the six 66, on a chassis of 112-inch wheelbase, has a Red Seal Continental motor of special design, set in rubber, with a Lanchester vibration damper. It has a bore and stroke of 2⅞ by 4¼ inches, giving 185 cubic inches displacement. Like the 66, the 70 features the third and double-high four forward speed transmission.

An added feature is a manual control radiator shutter. Like the "66," the "70" is equipped with hydraulic shock absorbers all around.

The other two lines, the six "50" and the four "40," also have motors mounted on rubber and chromium plating on exterior bright parts. The 1929 "50" features a larger and more powerful engine, with a bore of 2½ inches and stroke of 4½ inches, with increased piston displacement of 189 cubic inches.

Nine styles, standard and de luxe, are offered.

The four "40," a continuation of the four introduced last year and before that known as the Star, has a wheelbase of 107 inches. It comes in seven models.

Erskine.

The new line of Studebaker's Erskine six includes a five-passenger royal sedan, a five-passenger regular sedan, a five-passenger club sedan, a royal cabriolet for four and a cabriolet for two.

Improvements include deep, narrow radiator, new headlamps and cowl lamps and new molding treatment. Equipment includes recessed cash receiver, dome light, antique ivory instrument panel and coincidental steering-ignition lock.

The improved motor may be driven 40 miles an hour when new, it is said.

Essex.

In the new Essex, the Challenger, 75 mechanical and body improvements are said to have been embodied. Speed has been increased to 70 miles an hour and power by 24 per cent to 35 horsepower.

Among the changes making for higher power are larger bore, higher compression, increased valve lift, new cylinder head, improved valve timing, new location of spark plugs, new lubrication system, larger radiator, new type cooling fan, new muffler and higher gear ratio.

Essex now has a new steering gear, adjustable for the driver's height and operating on roller bearings throughout. A new four-wheel brake system of the two-shoe type has been provided. Molded composition blocks are used instead of textile linings, and brake adjustment can be made without tools.

Seven body types are furnished—roadster, phaeton, coupe, convertible coupe, coach, standard sedan and town sedan. The convertible coupe and the town sedan are newcomers.

Front seats of sedan and the driver's seat in coaches may be adjusted forward and back by means of a screw between the seats. The lengthwise movement is accompanied by an automatic adjustment varying the tilt of the cushion in accordance with the change in the position of the seat.

Among the mechanical improvements is a "fuel booster" incorporated in the carburetion system, which acts independently of the regular vacuum tank. The gasoline system is augmented by a visible fuel filter.

The new Essex line has automobile shocks, full floating no-drag brakes, hydraulic shock absorbers and motor mounted on rubber.

Ford.

Three entirely new Ford body types—town sedan, cabriolet and station wagon, are on display. Also on display are a chauffeur-driven town car, recently introduced, and a new Ford taxicab.

The new town sedan's body is longer than any of the passenger models in the Ford line, with three windows and four doors. The interior is roomy, the lines long, low and straight, emphasized by French roof quarters and belt molding, starting at the radiator and encircling the body. Doors are wide, driver's seat adjustable. The color is offered in various color combinations.

The cabriolet, with rumble seat, has a de luxe sport coupe. Windows are large, trimmed with nickel, and interior compartment is roomy. Top folds back and may be lowered so as not to interfere with the vision of passengers in the rumble seat.

The station wagon, longer, lower and roomier than previous Fords of this type, has removable seats for six besides the driver.

CONTINUED ON PAGE 10, COLUMN 2.

What the Automobile Show Means to Washington

By RUDOLPH JOSE, Director.

Renewal of the National Capital's annual automobile show, with its wealth of displays of the very latest creations of the motor world, brings vividly to mind the automobile's ever increasing importance in the economic welfare of the city and the daily lives of its inhabitants. In the acquisition of new cars and used cars and in the operation and maintenance of the vast fleet of more than 115,660 cars and commercial vehicles, citizens of the District expend in the neighborhood of $5,000,000 annually. An important sum, indeed.

Between these establishments which deal in maintenance, repairs, the sales of oils and fuels, tires and accessories, motorists of the National Capital, which occupies an area of only ten square miles of the country's total area of 3,026,789 square miles, divide a sum approximating $5,000,000 annually.

In the face of these figures and with automobiles now so numerous that the family without one is quite the exception, it may be stated that nothing save the primitive necessities of life—food, clothing, and shelter—are of more immediate concern to the average Washingtonian than his car. Within the limits of his ability he wants the best and, generally speaking, the average motorist is now sufficiently schooled in the merits of the various makes and models to progress steadily into the possession each succeeding year of cars better suited to his requirements.

The result, of course, is a vast outlay each year for new and better transportation. How greatly this steadily maintained flow of business contributes to the prosperity of Washington to say nothing of its bearing upon the health, recreation and happiness of individuals!

Auto show time marks the acceleration of one of the city's most important merchandising activities. The business curve swings upward as an inevitable result.

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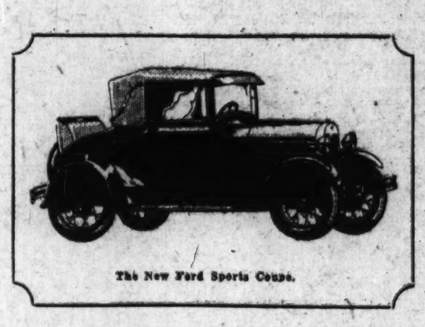
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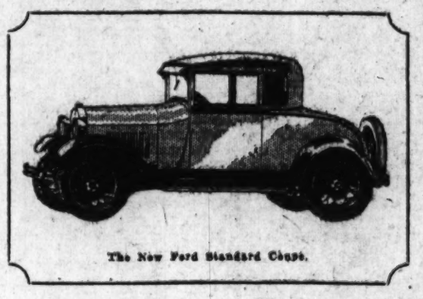
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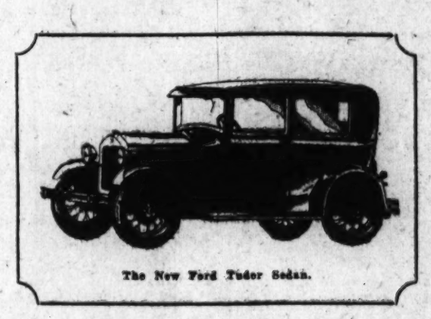
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The New Ford Sports Coupe.



The New Ford Standard Coupe.



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NEW AUTOMOBILE SEEN ELIMINATING THAT TIRED FEELING

All Central Controls Are Made Easier to Operate in the Latest Cars.

BETTER LUBRICATION PUT IN BRAKE SYSTEM

Steering, Gear Shifting and Starting Also Improved; Efficiency Increased.

Not only can the driver get a great deal more out of the 1929 automobile, but he also can do it with a far smaller expenditure of energy. Ease of control is one of the most significant virtues of the deluge of new models that have just found their way to the market place. It is a characteristic destined to reap a greater measure of applause with the sale of each new 1929 model.

Never before has the designer gone so far in his effort to meet the situation presented by the two facts of traffic congestion and the almost constant use of the car by its owner. Patently, the car needed is one that may be handled with absolute safety and with absolutely no fatigue to the driver. Obviously, the latest automobiles measure up to these vital specifications.

Brakes, gear-shifting, steering, starting, clutch and light operation, and even the humble accelerator, have been given diligent study in the effort to improve them. The results of this study are expressed in different ways, but the effect sought, easier operation, always is the same.

Brakes Still Lack Perfection.

The engineer, who knows best, admits frankly that while today's brakes are better by far, they still fall considerably short of perfection. The lay buyer of motor cars may not agree with this technical appraisal. When he steps on the brake pedal of his 1929 model, he will find less pedal pressure required for a greater dispatch in stopping.

Reduction of pedal pressures in mechanical brake layouts is one of the interesting developments of the moment. In many of the systems it is due to the incorporation of self-energizing and booster devices that help the brake to apply itself after the operator has given it a slight start. Apart from this, there is sign that the use of ball and roller bearings in brake mechanisms is going to be taken up on a grand scale. It already is being used on two cars in the upper price tiers. Antifriction bearings are expensive, it is true. But when the need for them becomes obvious and their advantages are thoroughly proved, the car buyer will not look for them in vain.

Another factor in the increased efficiency of mechanical brakes is the provision being made for better lubrication. In those cars boasting of central chassis lubrication, now out in greater number, though still short of expectations in this direction, provision has been made to care for the oiling of vital points of anchorage.

New Brake Device.

Hydraulic brake systems this year in virtually every case offer the automatic compensating cylinder. Keeping the lines constantly filled with liquid, the energy required to operate the brakes is always light and uniform. By the use of this device, the deficiency that this brake type previously possessed—air getting into the system—has been eliminated.

Looking at the gear shift, one notes numerous changes this year. The biggest single departure, from one standpoint, is the increase in the number of four-speed transmissions. The non-clashing gearset, in another way, is the big development. Beyond these two changes, it will be found that shift levers have been set on the clutch cover plate to get them out of the way and yet left within even easier reach. In the transmission, too, antifriction bearings are more commonly and advantageously used. If traffic demands considerable gear shifting, it may be accomplished easily.

In connection with the four-speed transmission, it is of interest that internal gears are used. Silence, as well as efficiency, is behind this practice. The shift in every case is standard. Low, rarely used, except in starting on a grade, is latched out to the left.

Steering Wheel Narrow Rimmed.

The narrow-rimmed steering wheel has been universally adopted. Furthermore, larger wheels are used. Reductions have been increased considerably and run as high as 18 to 1. In the steering mechanism, also, ball bearings are used even in cars in the lowest price classes. Traffic demands delicate and positive steering control, while parking calls for a variety that is not slow or fatiguing. Both requirements are met in the new cars.

With regard to the starter, there are many signs that the old location on the toe-board no longer is accepted without question. The exceptions to this location are few, but important. The cars that present them are popular products in their various price classes.

At the moment, two new starter-button locations are evident. Three cars have placed the switch button on the dash. Three others coming from the same family, though under different names, have it located atop the steering post. The argument offered in behalf of the relocation is that the driver needs his feet for the clutch, brake, and accelerator. Brought into the open, the question of where the starter button should be located seems destined to provide a long and probably indecisive argument on the part of both designers and motorists.

Light Beam Shifted Downward.

Light controls are on top of the steering post in almost every instance. The depressible beam type of illumination has won numerous converts and seems destined to capture others in the course of time. This type of equipment grows out of the inability of the industry to solve the glare problem in any other way than by shifting the light beam downward. In connection with this type of headlamp, more manufacturers have placed the device for dropping the ray on the toe-board between clutch and brake pedals. Easier control, again.

Clutches that require lighter pressure, and make the practice of clutch riding more costly, are more prominent. The accelerator pedal shows a change in form to one that more approximately fits the foot with a spring tension just shy of that low point which would make fuel feed ragged.

Generally speaking, the controls of the 1929 car show better than any other feature, the advantages of the refinement process.

First Road Race Run From Chicago in 1895

What is considered to have been the first automobile road race held in America was run off on November 28, 1895. The run was from Chicago to Evanston and return, a distance of 52½ miles.

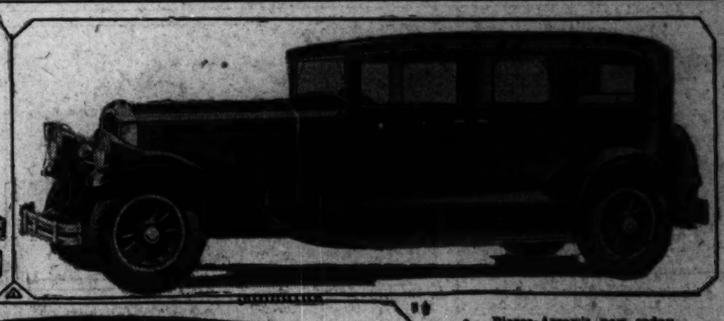
There were 60 entrants, and of that number 6 reached the starting place. A snowstorm complicated matters and reduced the number of contestants stl. further. Fewer than 50 persons were on hand to cheer the winning driver.

The vehicle which established the record then now stands in the Smithsonian Institution.

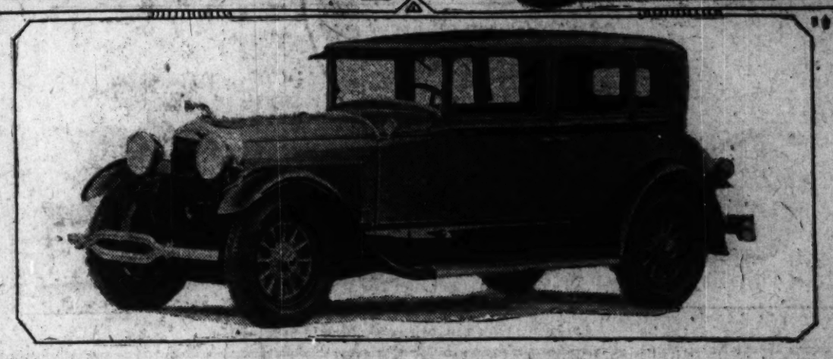
TRIO OF HANDSOME STALWARTS AMONG THE NATION'S FINE CARS



One of Cadillac's beauties.



Pierce-Arrow's new sedan.



An appealing type among Lincoln's many models.

Mary's Trip to Auto Show Is a Tale of Joy and Woe

With the Observer as Guide and Physical Director, She Looks Over the Cars by Looking In, Under, Above and Through Them.

By MARY JANE MOORE.

They did not forget to attach a single part to any car on the floor of the Washington Auditorium. Each car has a propeller shaft, differential, clutch, brackets for the running boards, and the like. There's not even a cotter pin missing. And, what's more, all the cars are just as bright and shining underneath as well as up above.

All this is clear to me, because I actually saw it.

While the rest of the thousands who jammed the opening of the display last night were looking at the cars from a right-side up angle, I was getting an upside down view of them. The difference was that I made the mistake of going to the show with The Observer, that odd genius who writes "Looking Over the Cars" for The Post, and, after seeing him look over the cars, I understand why it is that he discovers many points that the normal human being misses. It is because, unlike the rest of us, he does not mind crawling around on floors, bumping his head into propeller shafts, blacking his eyes on spring shackles, and taking other dangerous chances with getting his nose and ears caught in the machinery.

Acts Like Pedestrian.

We had no sooner entered the Auditorium when The Observer, like a fish getting back to sea, dived under a nice-looking eight-cylinder sedan.

"What do you think you are, a pedestrian?" I called after him. That brought no answer. So I tried another. "How's the water, cold?" I shouted. Still no answer.

Finally, a smothered "Hey" issued from beneath the car.

"What do you want, a wrench? Or, will we have to be towed?" I tried to be helpful.

"I thought you wanted to look over the cars," protested The Observer when he finally came up for air.

"I do." I replied. "You're playing leap frog with them seriously interferes with the process. Seriously now, every one thought you were playing hide and seek the way you acted."

It was The Observer's turn to wax eloquent.

"Say, what'd we come down here for? To go around pinching upholstery, kicking tires, patting the chromium plating, looking at colors, or really to look over the cars. If you're going to see these cars properly, you'll have to change your technique."

Looking Under the Cars.

"You mean crane my neck and strain my back?" I queried. "I though you wrote 'Looking Over the Cars.' Why spend your time, then, looking under them? I'm a lady, not an eccentric dancer. If you want to play you're a bear, crawling under these exhibits and yelling boo, you'll have to play by yourself—until some policeman come along and stops the game."

"All right, then," he remarked. "Come along, we'll see the engines. Then I'll go back and write a piece about going motor-showing with Mary."

The Observer really tried his best after that, but he could not stop looking over every exhibit from every angle. Before we got many car lengths from the point where we made our peace pact, he had me so interested in such things as spring shackles, frame members, brake hook-ups, and the like, that I was bobbing up and down all over the Auditorium.

Among the most important discoveries I made, or that The Observer made for me, was that beauty is more than surface deep in the case of the 1929 cars. Furthermore, I learned that it is the product of many a detailed design improvement. By way of making this clear, The Observer pointed out that cover plates are used at the front and the rear of the car.

"It's like putting a hat on a bald head," he commented. "The cover, like the hat, serves to give eye-appeal to a mechanical part."

It appears that cover plates formerly abounded only on cars designated by crests. Now they are on those that have nameplates. They hide the gasoline tank at the rear, and in the front, they fill in the gap between the extended sections of the springs. They "clean up the appearance," according to the observer.

"Engines," I remarked a few cars later in our critical study, "do not seem to change much."

"You mean in appearance, no doubt," added The Observer. "As far as one can see on the outside, they do change very little. Inside, which is the side that really counts, engines are constantly being modified, if only slightly. I like to think of the accelerator as a sort of X-ray through which we see just how the engine is being changed on the interior. Apply the accelerator on an old engine and then on a new one and you see, figuratively, that considerable revision has taken place. It shows up, crystal clear, in the difference in performance. You should take Mary motoring in an old car some time."

"Not while there are new cars in which to take her motoring," I cut in.

Better Seeing Needed.

"Sometimes I think the invisible changes in motor cars should call for more 'seeing' of this kind—through some control.

"Let's take brakes, for instance. Through the pedals of many mechanical brake systems today you can see that linings and drums have been brought much closer together. In the reduced pedal pressure, or the easy operation of the brakes, to put it another way, we also see on some of the cars here tonight that antifriction, or ball, bearings have been inserted in the hook-ups.

"Likewise when we sit behind the steering wheel of almost any of the cars here, we can see that revisions have taken place that recognize that traffic is congested and that it is no cinch to get in to the average sized parking space. Here again, if we were to tear one of these steering mechanisms down, we would discover still wider use of antifriction bearings.

Goes Through With It.

"When you crawl under the next exhibit you might tear one of them down in order to show me just what you mean," I suggested. "No one would notice what you were doing. You're as disheveled as if you had spent a hard evening repairing cars, already."

"All right, then, we'll stop, kick a few tires and go home," retorted The Observer.

"No, we won't. This is the first time I ever really saw an auto show. I don't quit until we've finished."

And we didn't. That is how I know there's not a part missing from any car in the Auditorium for Washington's ninth automobile show.

New Office Is Opened By Motor Trade Body

To give increased service to members, the Washington Automotive Trade Association has opened an office at 1700 I street northwest, with Basil J. Kelly, newly-appointed assistant secretary of the organization, in charge. It is planned to have the office available at all times for meetings, information, and general service.

According to an announcement by the association, a drive for new members will be undertaken, as well as a general campaign to promote interest in the organization and its activities in the local automotive field. Programs for regular monthly meetings of the association now are being worked out at which prominent men in the motor world will address the organization on trade topics of vital importance.

Use the Crank First.

Batteries may be more efficient than ever before, but it still is an excellent idea, when the temperature is low, to turn the engine over with the hand crank before stepping on the starter button. It paves the way to a quick start by freeing up the congealed oil which is a burden on the battery.

Federal Government Active In Road Building 100 Years

Federal aid for the country's highway system dates from July 11, 1916, when President Wilson signed the Federal aid road act. That marked the beginning of the present system.

One hundred years before, however, the Government had been active in the construction of roads. Many of the principal links of the West and Middle West originally were laid out as military roads connecting the forts which dotted the wild frontier country of those days. In 1811 the Government began the construction of the great National Pike, which was to extend from Cumberland, Md., to St. Louis, Mo. This highway was to serve for military purposes and also as one of the principal arteries for the settlement of the great Northwest territory.

The improvement of this road was carried on more or less actively until 1840. It was built and surfaced of stone practically the entire distance from Cumberland to the Western Indiana line. At that time, however, the belief spread that the newly developed railroads would entirely displace highways, and because of this the National Pike from the Indiana line was not surfaced with stone, but merely graded, in the belief that eventually it would serve as a railroad bed.

The thought that the railroad would entirely displace highways as a means of communication between the far-flung settlements that were springing up in the vast Western part of the country at that time was very strong. The last Government appropriation for the National Pike was made in 1838 and from then until 1893, the Federal Government took no part whatever in road construction or maintenance.

Ask What Causes Flat Tire.

Asking the tire repair man just what caused a flat tire may repay handsome dividends.

Jobs Being Created Through Auto Use

Employment Estimated Is Given One Man for Every Six Cars in Operation.

Improved employment in all parts of the world is being created by the growth of motor transportation, according to George P. Bauer, export secretary of the National Automobile Chamber of Commerce.

"Employment is created for one man by every six cars put into use," says Bauer. "As a result of the 310,000 motor vehicles of American design bought by countries outside of the United States during the last year there were created 135,000 jobs in the countries of purchase. This figure is based on experience in the United States, where more than 4,000,000 persons are employed in motor transportation in selling, servicing, highway building and related activities.

"Motor executives are looking forward with confidence to demand for motor transportation in other lands. With nearly 7,000,000 cars now registered in other lands, there will soon be an annual replacement market for a million motor vehicles, in addition to the market among new buyers. Manufacturers in all countries are uniting to promote conditions favorable to highway travel. Better highways, more equitable taxation, increasing agreement as to traffic regulations and better financing are among the activities which are adding to the economy and the efficiency of motor travel in other lands."

ONE-WAY HIGHWAY. SUPERTYPE, URGED

System Between Important Trade Centers Held Cure for Congestion.

EMPLOYED BY RAILROADS

With highway congestion becoming a matter of real concern, numerous varying plans have been put forth to bring relief to a situation which traffic authorities agree is one of fundamental importance.

One of these suggestions, made by a prominent official in the industry, has attracted considerable attention. He proposes a "one-way superhighway system" and is prepared to defend his plan as eminently practical and workable.

"If a system of one-way superhighways were provided," it is pointed out, "so arranged that roads between the important trade centers which are now carrying traffic both ways, could be routed only one way, we would be taking a direct step forward to provide a highway system that would meet all needs with a safety element that is lacking at the present time.

"The railroad systems of the Nation went through this same period of transition. First they had the single tracks that carried trains both ways. Because of numerous accidents they gradually came to adopt one-way trackage with the result that they were able to speed up their train service and, more important, reduce the accident toll to a minimum.

"When such a system is adopted as regards automobile travel over the highways then we will find a real solution for our jammed condition on the roadways."

New Knocks Constantly Found in Automobiles

The very word "knock" suggests thought for the bearings of an automobile engine. There are other causes, however, which produce noises very similar to those that are the product of burned connecting rod bearings. Two that come to mind are a loose fly wheel and a broken valve.

Mechanics in quest of bearing troubles are finding new ones all the time.

In All the Shows . . .
ONLY TWO CARS occupy highest quality position

PROBABLY THE MOST NOTABLE FEATURE OF THE 1929 ANNUAL AUTOMOBILE SHOWS IS THE FACT THAT CADILLAC AND LA SALLE ARE THE ONLY TWO CARS OF THEIR OWN HIGH CLASS IN ALL THESE EXHIBITS. ALL OTHERS ARE DESIGNED, DECORATED AND BUILT FOR LESS EXACTING BUYERS THAN THE CADILLAC-LA SALLE CLIENTELE.

The plain uncompromising truth is that there are literally no cars existing today that can equal Cadillac and La Salle.

This is perhaps inevitable, for the finest precision laboratories in the world are the Cadillac-La Salle manufacturing plants.

And this fact is so universally accepted that, on an average, seven thousand people from every corner of the earth—engineers, scientists, manufacturing experts—annually visit the Cadillac plants to study Cadillac's precision manufacturing practices and processes.

They make these voluntary visits because they know these processes are so fine and are carried on with such extreme nicety of finish and alignment that they are regarded as unique in the automobile industry and their fame has spread throughout the world.

IT makes no difference whether you familiarize yourself with these cars in the factory, at motor car shows, or in dealer display rooms. In any case you are faced with the inescapable fact that if you buy any car other than Cadillac or La Salle you must be content with far less than Cadillac and La Salle offer in safety, in ease, in beauty, in performance.

Safety: For no other cars are equipped with the three invaluable Cadillac-La Salle safety features—Duplex-Mechanical Effortless Four-Wheel Brakes, Syncro-Mesh Silent-Shift Transmission and Security-Plate Glass.

90-Degree, V-Type Engine: You must, obviously, accept something below Cadillac-La Salle results in performance—in brilliance, smoothness and flexibility—because no other cars are powered with the incomparable Cadillac-La Salle 90-degree, V-type, 8-cylinder engine.

Style: You must accept something inferior in style, for in spite of understandable attempts to imitate their beauty it has never been completely captured and Cadillac and La Salle remain the style leaders of the world.

Prestige: And finally, you must be satisfied with cars that lack the priceless prestige that Cadillac and La Salle alone bestow.

Motor Car Shows only serve to throw these recognized facts into sharper relief. Comparisons and demonstrations only re-affirm them with compelling emphasis.

CADILLAC-LASALLE

CADILLAC MOTOR CAR COMPANY
Division of General Motors Corporation
Detroit, Michigan Oshawa, Canada

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FIRE AUTOMOBILE LIABILITY CASUALTY
WORKMEN'S COMPENSATION

Hayworth's
NASH

Still "conveniently located on 14th street" and the same set slogan of "Satisfaction Plus" from smiling sales and service men.

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Decatur 3320

EFFICIENCY DEVICES FOUND TO SERVE TO DOUBLE ADVANTAGE

Original Purpose Often Not Only One Proving Gain to Auto Owner.

THERMOSTAT IS CITED AS EXAMPLE IN POINT

Oil Filters and Four-Wheel Brakes Also Declared in This Class.

When an automobile efficiency device turns out to be a great deal more efficient than anyone anticipated, considerable rejoicing over the development could not be regarded as out of order. Certainly with regard to secondary benefits—which often seem equally as significant as the primary ones—the car buyer has cause for satisfaction over today's crop of efficiency devices.

Very few automobiles are lacking in air cleaners, oil filters, crankcase ventilation, motor thermostats and four-wheel brakes.

Each one of these, in addition to fulfilling the function for which it was designed, has taken on additional burdens in making the automobile better. And the additional burdens have been assumed with the same verve and success that marked the device's ability to fulfill its first purpose.

Filter Serves Double Purpose.

Take the oil filter, for example. It was designed and applied to the engine to keep solid foreign substances from invading the delicate retreats of bearings, pistons, and similar units. It has done that—and more, one of its chief accomplishments under the "more" classification is that, slowing up the rate of oil flow, it has given the lubricant a better chance to cool, thus improving viscosity and engine operating temperature. An incidental virtue, but a most important one.

The thermostat is another efficiency device that lends itself happily to scrutiny in the matter of secondary or incidental achievements. It came into being because something was needed to bring the engine more rapidly to a satisfactory operating temperature. Short-circuiting the water in the cooling system before it reached the radiator, the thermostat has come through splendidly in the accomplishment of its assigned task. But it, too, has done more.

One of the important things it has accomplished is that it prevents the rapid cooling of the engine when the car is parked. The by-products of condensation—rusting, oil dilution, and creation of sulphuric acid by mixing with the sulphur of the lubricant—have been reduced. The motorist may never see the actual process by which this is achieved, but he benefits by it just the same.

Then, there is the air-cleaner. Its primary purpose is to assume a "they shall not pass" pose with reference to the dust, dirt and grit that formerly entered the engine through the carburetor. In this fashion it was intended to minimize cylinder and piston wear and cut down the formation of carbon. Cooler air for the engine and far better carburation are two of its happiest by-products.

Ventilator Cools Crankcase.

Crankcase ventilation is another one of the new features that is demonstrating its ability to serve the motorist in more ways than one. Its chief function is to carry off gasoline vapors that go past the pistons into the crankcase and dilute the oil. But it keeps the crankcase cooler. It prevents poisonous vapors from leaking out of the oil filler pipe into the passenger compartment, and it provides a handy method of feeding back to the engine the gas that leaks past the pistons during the warming up process or, as a result of the engine having worn rings. Some of the manufacturers are just appreciating this last mentioned advantage, and, in feeding these vapors back into the engine through the carbureter, they are finding that they also are providing for valve oilage.

Four-wheel brakes are splendid, but did the car owner ever stop to consider all the advantages they offer in addition to safety through more effective stopping?

Here is what any good set of four-wheel brakes offer as extra features:

Less tire wear.

Elimination of brake chattering when descending rough hills.

Less brake lining wear.

Less shifting to second gear downhill with consequent saving of transmission, clutch and engine.

One of the most interesting examples of the way motorists are finding new advantages in the latest equipment is noted in the case of hydrostatic gasoline gauges. When the tank is filled, the air pressure in the inverted cup and the gauge air line is at a maximum, the gauge registers "full." When the pressure is removed by the complete emptying of the tank, the gauge registers "empty." However, these hydrostatic gauges are interconnected with the vacuum system in order to replenish the air in the tube to take care of atmospheric and other changes. Thus, every time the vacuum system changes its operation, the hand of the gasoline gauge will drop back to the empty position for a second. Such gauges have become for many drivers a check on the vacuum system.

Balloon Tires Advantageous.

Balloon tires have made for greater riding comfort, but they have been even more serviceable in the work of abolishing skidding. They also offer more traction in mud or snow, and they assist in stopping.

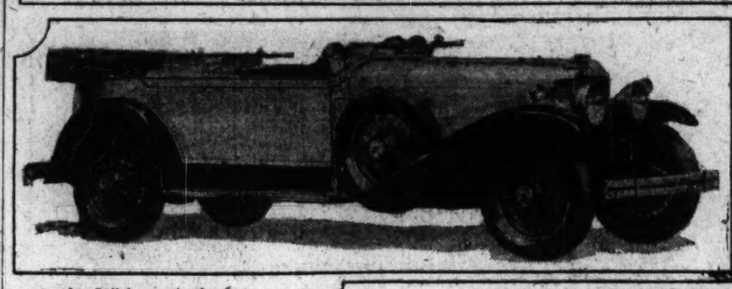
The closed car was designed to offer protection against inclement weather, and what it is doing is to provide more fresh air for motorists in cold weather. In freezing weather the average open car is fully curtained, while the closed car has at least the driver's window wide open and perhaps other windows are partly open if the heater is on. Warm bodies and plenty of fresh air for the lungs seem to be unsuspected virtues of the closed car.

History simply is repeating itself. The self-starter was hailed as a great convenience. It allowed women to drive cars. It saved men the annoyance of doing their own hand-cranking. It saved broken arms. No one suspected that it would save lives.

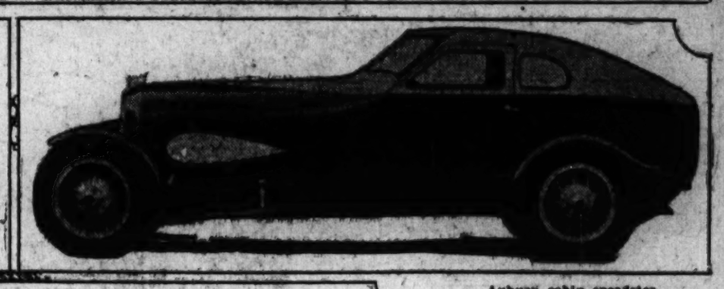
Many a car is pulled out of danger's way simply by the prompt action of the driver in placing the car in gear and stepping on the starter. The stalled engine no longer is so great a menace.

Every new feature seems to reveal some new advantage once it is placed in operation and motorists become familiar with it. The super-charger is in the offing and looms as a possibility in the direction of obtaining greater power with smaller engines. But what of its unsuspected advantages? Will it hold the key to the development of the gasoline turbine and mark the end of pistons?

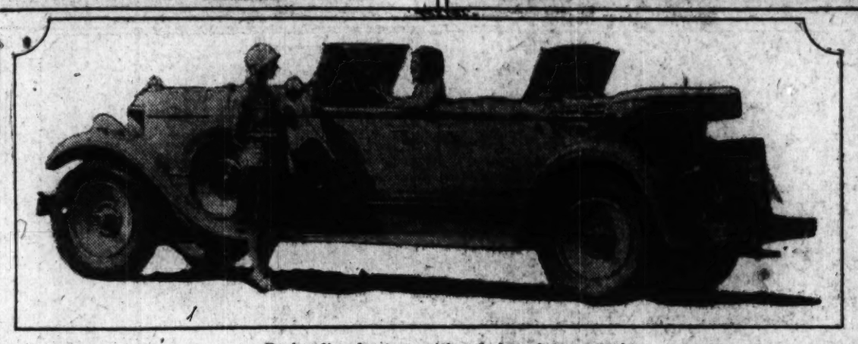
THE SPORT MOTIF AS THREE FAMED STYLISTS INTERPRET IT



La Salle's sport phaeton.



Auburn cabin speedster.



Packard's phaeton with a de luxe interpretation.

AUTO NOW BALANCED IN ALL PARTICULARS

Effected by Improvements in Appearance and Performance of Car.

ENGNEERS AREX TIRELESS

Just as balance is the outstanding characteristic of the capable motor car operator, so that same element is found to mark in emphatic degree the safe and fundamentally harmonious automobiles of the day. In making this point, I. J. Reuter, Olds executive, says that a balanced car is one in which every desirable detail has been given its deserved attention so that style, comfort, ease of driving, safety, accessories and all features of engine performance are in balance and harmony with one another.

Throughout the life of the automotive industry there have been cycles of engineering development. Of course, the first emphasis was placed in making a car which would consistently run. This was followed by a universal desire for speed which was stimulated by the early automobile races.

About twenty years ago after sturdy engines had been developed, there started a cycle of ornate style. Emphasis was placed on bodies with all manner of brase and nick trimming.

Following the war the newer demands of the motoring public resulted in a different feature being emphasized each year. These included braking ability, acceleration, speed, driver comfort, dollar value, visibility, quietness and numerous others.

Embodied in Modern Car.

Today all these factors must be embodied in the modern car. The development by these cycles has resulted in automobiles which are balanced in all particulars.

This balance and increased value of the 1929 automobile is due to improvements in car appearance and car performance. Both of these factors are the result of engineering and manufacturing skill plus manufacturing economies. Each of these three factors is the result of unremittant effort by engineers and victories gained by them either in new refinements or manufacturing economies being passed on to the consumer in the form of added value.

The vital importance of car appearance has resulted in the development of the artist-engineer. His work embraces the imaginative and the practical. The artist-engineer must sense the public's trend in automobile styles, interpret these trends into harmonious body lines and appointments, and, furthermore, regulate these lines so that they conform to the mechanical design of the car and are practical from a manufacturing standpoint.

The engineers who have improved car performance have worked on somewhat similar lines. They knew what features of car performance appeared most desirable to the public and then sought to give proper balance and proportion to those features without sacrificing any other characteristics.

New Methods Big Help.

This work of creating a balanced automobile has been assisted by new and modern methods of accurately testing and proving each new development. Dynamometers which can be adjusted to give the same results as actual driving, and the use of such facilities as those afforded by modern research laboratories and the proving grounds enable engineers to obtain in a few weeks results which would require years of owner driving to duplicate.

The difficulties these engineers have had to contend with can be seen by comparing some of the major performance features demanded by motorists—an engine powerful, yet quiet; capable of high speed performance, but with gasoline economy; with quick acceleration, yet having the maximum of hill-climbing ability; a minimum of service requirements with a maximum of endurance and long life. Each of these contradict one or more of the same group. But this list of contradictions failed to daunt the engineers who have striven, bit by bit, to design an automobile as nearly perfect in all features as possible.

Working hand in hand with the design engineers have been the production engineers. Their duty was to find new and better manufacturing methods. These better methods do not necessarily represent less costly ways of performing operations, but demand methods which result in increased accuracy and the establishment of finer manufacturing limits. Improved manufacturing methods have done more than anything else to make possible today's finer automobiles at moderate prices.

In working out a uniform traffic sign system for various European countries, the language barrier is being overcome by the use of pictures.

Springs Also Bounce From Side to Side

Car springs do more than bounce up and down. They bounce, also, from side to side. This imparts a stress on the shackles which results in wear. The wear, in turn, results in noise and inefficient spring operation. But the trouble is simply remedied in cars which use a shackle of this variety. The remedy lies in the removal of the cotter pin or key that locks the spring bolt nut and then taking a few turns on the nut with a wrench.

After it has been tightened as far as possible, back off a couple of turns to be sure there is no binding. Leaving the nut too tight may cause a broken spring leaf by interfering with spring flexibility. Here is just one of the many things about springs that often are left undone. This task may be done twice yearly with excellent results.

Vacuum Cleaner Best On Upholstery Work

Brushing the upholstery with a whisk broom is one way to ridding it of dirt. The weakness of this method is that it raises the dust, a part of which settles back upon the seats again.

The vacuum cleaner supplanted the broom in the home because the latter had the deficiency that the whisk broom has in the cleaning of car upholstery. It supplants it in cleaning for the same excellent reason.

Car Specifications Found Intriguing

Automobile Progress Shown Bearing Especially on 1929 Machines.

Specifications on all the latest models produced by the automotive industry now are available in all parts of the country. To the person who reads specifications literally, they seem rather drab and uninteresting descriptions of a product that is seen to be too vivid for such listless phraseology.

The observer who reads the specifications with a knowledge of what they really mean, however, is conscious of the fact that the latest ones tell an amazingly interesting story of automotive progress. This is how the technical language and mathematical formulae are translated into a description of the 1929 automobile:

The most economical car ever built.

Unparalleled safety due to better four-wheel brakes, and much more efficient brakes generally.

Greater power.

Greater flexibility.

Better acceleration.

Lowered maintenance cost.

Comfort that transcends anything hitherto created in all cars from the lowest to the highest priced.

Driving ease that will astonish even the driver of the 1928 automobile.

Only eighteen States and the District of Columbia have an automobile driver's license law.

SAFETY AND STYLE MARK AUTO MODELS

Cadillac Engineer Points Out Advances in New Designs for Motor Cars.

ROADABILITY IS FACTOR

Safety and style are the two significant trends in motor car designs for 1929.

Motordom today wants mental ease as well as physical ease, and it demands every sensible luxury.

These points are made by Ernest W. Seaholm, Cadillac chief engineer, who points out that "there has been something of a change in motorists' inclinations from what they were a year ago, when, with the vogue of color at its peak and with many new fashions in body design recently offered, the greatest amount of interest was in matters of style."

"As engineering research has revealed new possibilities of greater safety in the operation of motor cars," Mr. Seaholm continues, "the public mind has turned to these features. And, with the rising demand for greater safety came two other demands of the same nature—the desire for ease of control in driving and mental ease in riding.

"Roadability, including the freedom of controls like the steering wheel, brake and clutch pedals and the accelerator from road shocks, are direct contributions to mental ease, and are all among the 1929 demands of experienced motorists.

"In appearance and luxury of appointments there is a clear distinction between style and fashion in motor cars, as there is in many other things. A fashion may endure for a season or a year. A style represents a period and tends to permanency."

Low Pressure Idea Overdone.

Tire service men report that a good many owners overdo the low pressure idea. For instance, they have found that where the recommended pressure is 35 pounds, some motorists carry 28 pounds, and a few drop even lower. Such a policy is costly in tire wear, power loss and gasoline consumption.

10 RULES ARE GIVEN IN OPERATING CARS

Long Experience Is Back of New York Commissioner's Suggestions.

SAFE AND EXPEDITIOUS

A set of ten rules for the safe and expeditious operation of motor cars has been devised by Philip D. Hoyt, first deputy police commissioner of New York and a traffic authority of long experience. Commissioner Hoyt's rules are as follows:

Brakes, steering gear and lights should be shown by frequent tests to be in good working order.

Comply with all speed regulations so that a stop may be made when the unexpected happens.

Respect the right of way of other drivers and pedestrians.

Make proper signals before stopping, starting and turning, so that other drivers may know your intentions and avoid collisions and traffic tie-ups.

Drive at a safe distance from children whenever they are in sight on the highways or adjoining sidewalks.

Keep to the right so as to permit full use of the roadway for overtaking cars and a clear road for cars approaching from the opposite direction.

Give scrupulous obedience to all traffic control signals, particularly when no police officer is in sight.

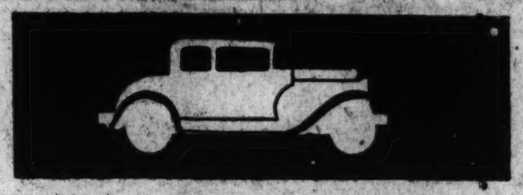
Appreciate the parking privilege wherever extended and avoid its abuse.

Use more than reasonable care at all crossings, whether highway or railroad.

Be familiar with traffic rules and comply with the so-called "minor" as well as the more important regulations.

Heavy Current Sometimes Needed.

One instance of discharge of electrical current that is never registered on the ammeter is in the case of using the starting motor. This indicator never is calibrated either to show or to sustain the amount of current needed for starting, which requires at least four times as much as the ammeter could endure.



THE MASTER will be there—and *THE MATE*

See them both at the Auto Show . . . Flying Cloud *the Master*, staunch, sure, equal to every demand, every emergency . . . NOW AT AN EVEN LOWER PRICE.

And Flying Cloud *the Mate*, fully as competent, self-assured, and dependable as *the Master* . . . every inch a thoroughbred worthy of its name. Two cars of proud ancestry . . . these companion Flying Clouds.

Like the gallant Flying Cloud, American clipper of glorious blue-water memory, these modern Flying Clouds are built to do more than the expected . . . to go beyond their rated performance . . . and to meet with balanced craftsmanship the severest punishment that emergency or necessity can inflict.

Their comfort and riding ease is something you cannot imagine until you have relaxed in their roomy, beautifully upholstered interiors.

Of course, every mechanical feature is truly Flying Cloud—truly Reo—in its dependable efficiency.

Visit the Reo Flying Clouds at our space and meet *the Master* and *the Mate* . . . and appreciate to the full the new conception of speed, safety, and luxury that is assured the owner of either *Master* or *Mate*.

Then remember . . . that

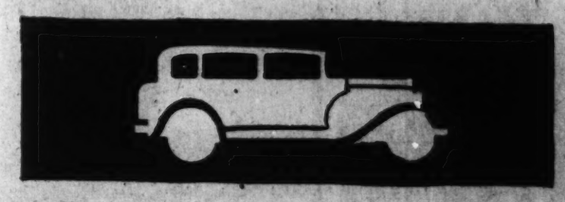
Now you can have a Reo Flying Cloud at a lower price than ever before.

REO MOTOR CAR COMPANY, LANSING, MICH.

REO

FLYING CLOUD

THE MASTER *THE MATE*



THE TREW MOTOR CO.

Sales Department 1509-11 Fourteenth Street N.W.

JOSEPH B. TREW, *President* Phones Decatur 1910 to 1913

Maintenance Department 1417-19 W Street N.W.

Salesroom Open Daily Until 9 P.M.; Sunday Until 5 P.M.

WARRENTON HUDSON-ESSEX CO., Warrenton, Va.
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A. A. AUSTIN, Staunton, Va.
GEORGE WASHINGTON GARAGE, Winchester, Va.
POMEROY MOTOR CO., Fredericksburg, Va.
ROBERT V. NORRIS, La Plata, Md.

Buick

In making your choice of a motor car bear in mind these two facts---

during 1928 American buyers purchased more than 220,000 Buicks—over double the number of any other make selling for more than $1200 Why? Because America knows the value that Buick gives.

Every year for 25 years Buick has built a better car. Every year the public preference for Buick has grown greater, confirming annually the soundness of Buick's manufacturing policies and the dependability of Buick performance.

These are facts which should have a particular meaning to you at this time.

Coupes, $1195 to $1875—Sedans, $1220 to $2145—Sport Cars, $1225 to $1550—*at the factory.*

Stanley H. Horner, Inc.

Retail Dealer

1015 14th St. N.W.

WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM

COURTESY ON ROAD HELD SERIOUS LACK AMONG MOTORISTS

Comradeship of Earlier Days Missing in Modern Era of Speed Demands.

MAN ASKS PAY FOR USE OF FIRE EXTINGUISHER

Then Calls Burned User on Telephone to Refuse Him "30 Days' Credit."

Laughing at past habits and customs never has been more popular than at present and derision of everything that smacks of "late Victorianism" is the order of the day. In the field of motoring this is especially marked, for, in sweeping out antiquated engineering practices and designs, there also have been swept away many of the traits which made motoring years ago quite pleasant, even though bodies were not so sleek and trim, and engines were puny and weak on the hills.

What has become of that comradeship, that fine, friendly, warm, "spirit of the highway" which used to predominate back in the days when fixing a tire every few miles was not enough to ruin a motorist's Sunday afternoon? That it is going, if it has not already gone completely, is the belief and the lament of many of today's car owners who were among the dauntless few who braved dusty roads for the thrill of driving.

"Remember Back When?"

These veterans in the service, as it were, can remember when the sight of a car stalled along the highway was enough to make the next motorist who came that way stop, inquire whether he might be of assistance, and render that assistance cheerfully and all "for the good of the cause."

Today all this is changed. People don't seem to have either the time or the inclination to stop and aid a fellow motorist. When they do give some assistance, too often it is rendered grudgingly.

A case in point came to notice recently. A motorist returning home over a well-traveled highway was halted by a motorcycle policeman because his rear light was out. In tracing a wire under the hood, a short circuit occurred, and the owner was burned about the face and hands. The policeman, hailing the nearest passing motorist, demanded whether he had a fire extinguisher.

The driver answered, very reluctantly, that he had, and tendered it with amazingly bad grace. When the fire was put out he actually asked the motorist whether a dollar would be about right to cover the cost of refilling the extinguisher.

Asks Dollar for Use.

The owner, bewildered and angered, informed the samaritan that if he would come to the office the next day the matter would be settled. He'd buy a new extinguisher if necessary. It is an actual fact that the owner of the extinguisher went to the office and, finding that the owner was home in bed, called up the house to say that he had no intention of extending thirty days' credit!

The motorist who tells this story had been driving cars since 1904. In all his experience he had never witnessed so glaring an example of lack of highway comradeship.

While still suffering from his burns the motorist in question received another jolt from those whom he had regarded as his highway comrades. Noting that a farmer's car stood in the side yard near where his crippled machine stood smouldering, the motorist offered to pay $5 to have his wife, his children and himself taken home. The distance was ten miles over a stretch of wide concrete. The farmer had nothing else to do. It was a pleasant evening. But the farmer thought that $5 was not enough.

The motorist did not reach home until 2 o'clock the next morning, having been obliged to await the arrival of a brother who also towed home the car and administered first aid. Several hundred automobiles passed by while the motorist and his family waited.

Case Not an Exception.

One may say that such a thing is the exception. Many reports indicate that, sadly enough, it is becoming more and more the rule today.

The other day a driver started to make a left turn without signaling. The driver of the car behind managed to stop in time to avoid a crash but was obliged to run up on the curb in order to do so, narrowly missing a tree. A woman in the rear of the car ahead suspecting that the other car had been damaged, leaped out of the car and gave way to an emotional outburst that might have been in keeping with the best decorum of the Stone Age. She was evidently trying to forestall a claim for damages by throwing the blame on the other fellow before he got an opportunity to blame her.

The success and safety of any one's motoring is largely dependent upon the willingness of the other fellow to be civil, and vice versa. Just as the general public has to be taught how to operate the automobile, so it appears that the general public has to be taught many of the rudiments of comradeship that kept the earlier days of motoring free from much of the present unpleasantness.

Traffic officers and motorcycle policemen have had so much to contend with that they, too, very frequently overlook the importance of the right spirit. Whether it's law enforcement, recreation, business or trouble each traffic unit has to help the other.

They knew this in the early days of motoring, but the idea has been lost track of in the rush of registrations.

What are you doing to bring it back into popularity?

Thermostat Valve Requires Checking.

One item of preparing the car for winter that is rather recent, but still most important, is having the valve of the thermostat checked over. Open most of the time during the warmer months, it is susceptible to several possible ills.

The Postoffice Department operates motor vehicle service in 749 cities.

Hawkins NASH

Still "conveniently located on 14th street" and the same old slogan of "Satisfaction Plus" from smiling sales and service men.

1529 14th St. N.W.
Decatur 3320

Among Us Motorists

Discussing Those Matters That Concern Us All

By WILLIAM ULLMAN

The car that won't run backward is a direct descendant of those that wouldn't run forward.

Seeing the Other Side.

The Nation at this motor show season, in accordance with its annual custom, is sitting back complacently and voicing its conviction that "the perfect car" has arrived. And, to a certain extent, it is fully justified, for in relation to the car it supersedes the new product represents perfection.

As always is the case, however, there is another side, another viewpoint. With respect to the automobile, it is the engineer's. He does not believe the perfect car has arrived because, unlike the public, he looks at today's automobile in respect to the car of five years hence, instead of viewing it in comparison with the models of five years or two months ago.

There are several things that tell the engineer that the perfect automobile still is far away. For instance, there is the engine that utilizes only 5 per cent of the power—the heat that can be translated into work—of the gasoline. Obviously, there is room for vast improvement here. To the engineer, at least, it is obvious.

Right in the midst of a civilization that is immeasurably impressed with the power and economy of its present engines, one of the greatest scientific minds in the world declares: "We are on the eve of the greatest development of power production using the internal combustion engine."

And, just a few days ago, there was an intimation that not only the engine but the fuel it burns may be radically different within the next few years. It may even be in a solid form.

Perfection is relative, and it is well that the engineer relates it to the future and not to the past.

This Happy Simplicity.

One evidence of the effort to make motoring a simpler proposition, that never has been recognized fully as such, is the motor meter that is fitted with disk of red and green. One tells when the motor is too hot, the other when it is running too cool. After all, that is all the motorist wants or needs to know and it is told very simply in this fashion.

Why Not Try a Test.

While many who have tried it have found the result somewhat discomfiting, checking up on the speedometer is not a difficult matter. It should be understood, however, that the test result probably will have a margin of error, because the equipment used probably will be rather clumsy.

With measured miles becoming more common in various parts of the country, testing the odometer, or distance recording unit of the speedometer, is more simple and fairly accurate. The manner of making such a test is to stop at the line marking the beginning of the mile, and set the odometer at zero. At the other end of the mile stop again and make a careful reading of the device. Many motorists attempt to make the test on the fly. The results necessarily are too inaccurate to be of value.

A measured mile also helps in the speed test. However, such a check can be made merely by using the odometer unit. A level road, a stop watch and an assistant to do the timing are appurtenances of the experiment. With the speedometer hanging at 30 m. p. h. the mile should be covered in two minutes. At 20 m. p. h., in three minutes. It is well to make several tests at several different readings of the speedometer.

The car owner may find that using the hand throttle is a more effective way of keeping the car speed constant.

The unchecked speedometer is needless, even though the manner of checking is somewhat crude and inaccurate.

Believe It or Not

Here are a couple of interesting automotive oddities:

A policeman recently stopped a motorist whose car was making a noise that indicated an exhaust maladjustment and fixed it himself before allowing the car to proceed.

The electric current was cut off in an English town and automobile dealers were the only business men not affected by the darkness. They turned on the lights of the cars on the showroom floor and went ahead with "business as usual."

More Mergers, Maybe

During the two or three years prior to 1928, there was considerable prophesying that this and that automotive concern were about to merge. Then, in the year just closed, several companies finally did amalgamate. In the automotive industry, itself, there were three mergers. In allied fields, there were a great many more that did not get so much recognition.

Do the three big mergers of the last year mark the end of the trend? There are many who think not. Amalgamation is in the air. Its advantages are appealing to many in every manufacturing and distribution field. The idea of pooling financial, design, production, and marketing resources is one that has captured a tremendously wide interest.

The chief appeal of a merger is the prospect of economical operation that it offers. Certainly it is the intention of those who merge to pass along to the car-buying public its share of the savings that come from greater buying power, better design, more economical production and other things associated with bigger operations.

The public's chief and very logical interest in a merger lies in this aspect of it. It figuratively asks itself, "What do I get out of this?" It looks at the one merger that has had time partially to answer this question and sees the cars involved are selling at lower prices despite the fact that they are better cars. And, naturally, it rather likes the effect. So perhaps, there will be more mergers. Pleasing the public pays.

Covers Must Be Chaste

If one's tire cover has on it the street address of the firm from which one bought his car, it will cost him $13.50 to drive through any of Philadelphia's parks. It's advertising and the city forbids it.

The demand for unmarked tire covers thus becomes official.

Nontechnically Speaking

Two mechanical developments from the layman's viewpoint:

Some car owners are not yet quite clear on the difference between the thermostat and the thermostatically operated radiator shutter. The former, located between the engine and the radiator, holds the water in the engine until it reaches a proper operating temperature. In this fashion, it protects the power plant from operating at too low a temperature. The thermostatically operated shutter, however, protects the whole cooling system. Covering the radiator, it permits throughout the system circulation of the warm solution, thus preventing freezing of the radiator.

Among those who expect to profit hugely by the adoption of front-wheel drive are the body designers. When it comes, as it seems bound to, the car from the engine cowl to the spare tire will be a simple platform on which they can build with no thought of the complications created by the presence of mechanical elements such as propeller shaft, universal joints, differential and the like.

Mistaken for Safety

Fact and fancy are apparently as far apart in motordom as in any other field. A survey recently conducted by the United States Bureau of Public Roads revealed that the average motorist will drive from 3 to 3½ feet from the edge of the road, under the impression that he is safer in this course. That is merely fancy, according to the Government experts.

The fact, they find, is that such driving on the part of two drivers going in opposite directions will bring the cars when passing within 1 or 2 feet of each other. That, obviously is a great deal more dangerous than if each were to drive 2 feet closer to the edge of the road.

May Be Opposed Here.

In Italy, considerable success has been met in treating gasoline with lead oleate to give it antiknock characteristics. Since the blend includes 1 per cent of the substance, it is thought that in cities where traffic is heavy, such a fuel might be opposed on the ground that it filled the air with undesirable lead compound.

That being the case, the fuel does not seem destined for widespread success in this country.

What's the Answer?

Traffic authorities pursue their relentless quest for the answer to the parking problem. There are signs that an increasingly large number are turning, not without deep study, to the thought that the dilemma of parking, viewed from the standpoint of the congestion it creates, eventually will bring more rigorous limitations on the street space set aside for leaving one's car. In other words, they think a parking ban in the congested zone is worthy, at least, of a trial.

It is a touchy problem. Every authority agrees on that. This fact, it is pointed out, is due to the motorist's immediate thought being that a proposal to limit parking still more rigorously is a restriction upon his use of a car.

"Is it?" asks the traffic authority. "Is not an affirmative answer to this question based somewhat upon a limited point of view?" he wants to know. The motorist must answer both these questions. Before he does, the traffic engineer wants him to consider.

First, whether he is able to find a convenient parking space in the congested area under the present arrangement that permits parking there?

Second, whether the presence of parked cars, consuming considerable street surface, does not create a condition of congestion that offers a serious restriction to his driving through the area with speed and safety?

It seems to be a matter of the motorist choosing which restriction is the greater.

Easier to Lose Now.

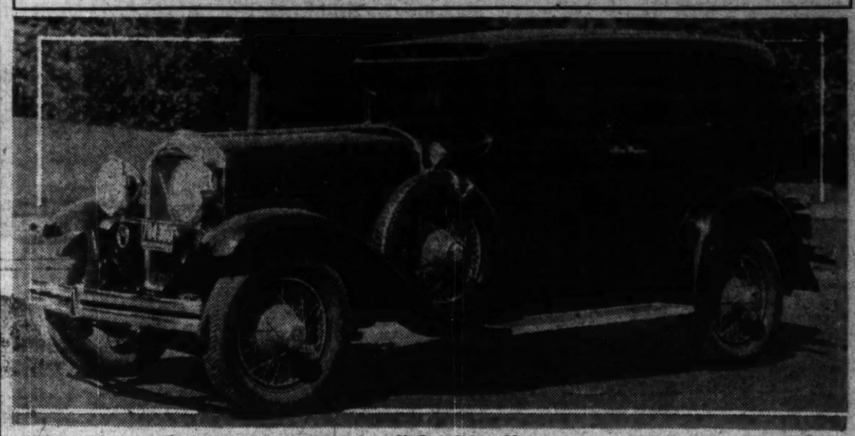
License plates are easier to lose during the first few weeks after they have been attached, judging by the figures of motor vehicle departments. The stove bolts with which they ordinarily are attached rust fast after a while. Unless the car owner does a good job of putting them on in the first place, the nuts will work loose until the bolt has rusted.

It Depends, of Course.

The United States Bureau of Public Roads has decided that a 20-foot roadway is safe enough for ordinary purposes.

They apparently have not driven with the same drivers the rest of us meet in our daily motoring.

ANOTHER ONE WITH AN ALERT AND ACTIVE WAY



Two years ago Marmon entered the eight-cylinder field. Now it has two and in the spring will have a third. The 78 sedan, above, is the largest of the trio.

Clutches Have 3 Main Troubles

Slipping, Grabbing and Dragging Are Apt to Develop.

There are three principal troubles to which clutches are subject, motor car instruction books agree. These troubles are slipping, grabbing and dragging.

Slipping it is stated, is due to three conditions: Normal wear, excessive oil and riding the clutch pedal. Slipping in a short time burns out the friction facings and the heat generated may even buckle the plates. Grooving of the drive plates is another condition created by slipping. Clutches that employ friction material as a facing will not function properly if the material becomes worn or if it is glazed over.

Leakage of oil from the engine or transmission, if excessive, will cause slippage, as the frictional contact of the surfaces is reduced and the clutch no longer has sufficient capacity to transmit the power. This condition is sometimes remedied by giving the clutch a bath in kerosene. If the bath is ineffective it may be necessary to remove the plates and burn the oil off.

Announcing

The New Gabriel Triple Hydraulic Shock Absorber

An entirely new application of the hydraulic principle—the triple vane shaft—makes its control of spring action marvelously smooth.

It cushions both the down-thrust and up-thrust of the springs, and, giving them normal play, slows their movement to a gentle, gliding rise and fall.

See Them at the Auto Show

L. S. JULLIEN, Inc.
Distributor
1443 P St. N.W. North 8076

Again BUICK *leads in* fine car *sales*

Far surpassing any other fine car in total volume of sales!

Winning more than twice as many buyers as any other automobile listing above $1200!

Such is Buick's phenomenal record for 1928. And this same overwhelming buyer-preference has greeted Buick year after year for more than a decade!

The public *knows* what it wants. The public definitely settles fine car leadership by selecting Buick!

Stanley H. Horner
1015-1017 14th St.

Bury Motor Co.
Anacostia, D. C.

Bowdoin Motor Co.
Alexandria, Va.

Buick Motor Co.
(Division General Motors Corporation)
14th at L

Emerson & Orme
17th & M Sts. N.W.

Fred N. Windridge
Rosslyn, Va.

Dick Murphy, Inc.
1835 14th St. N.W.

Rushe Motor Co.
Hyattsville, Md.

C. C. Waters & Sons
Gaithersburg, Md.

WHEN BETTER AUTOMOBILES ARE BUILT . . . BUICK WILL BUILD THEM

HEALTH PROMOTED BY OUTDOOR LIFE OF MOTOR OWNERS

Advantages for Young and Old Are Discussed by Woman Physician.

MOTORING PROVES BOON TO TIRED BUSINESS MAN

Mothers Also Said to Benefit Greatly by Getting Out Into Sunshine.

The automobile, firmly established as a happy means of individual transportation, is doing much to raise the health standards of the Nation by enabling virtually all Americans to get out into the fresh, open air and refresh themselves mentally as well as physically.

Medical authorities for years have recognized the tremendous value of the automobile in bringing health and robustness, and countless convalescents have found a short motor spin upon their prescriptions. And the automobile's ability frequently to aid in warding off ailments of one sort or another is thoroughly agreed upon by many eminent physicians.

As pointed out by Dr. Edna B. Dayton, writing in the New York Herald-Tribune, the daily automobile rides are very important, "for by this means all members of the family can have fresh air and sunshine."

The strain of business, Dr. Dayton says, causes fatigue of the body which has only a limited time to be corrected before the work of the next day must be done. The auto ride is advised for this.

"Fortunately," Dr. Dayton points out, "all members of the human family can profit by much the same surroundings. The child, the mother and father and the older people gain in health and strength by fresh air and sunshine.

Rides Supplement Walking.

"In the past we advocated long walks, tennis, golf and other amusements and we still advise them, but they are not possible every day. Now, however, we have the automobile and in it we can get plenty of fresh air whether the day is over or not. Moonlight or even starlight rides in the country are beautiful and we have no fear of the night air. The insect bites make the danger of the night, not the air, and we are not troubled with them during a ride since the motion blows them away.

"The tired man of busines can get away into new surroundings and have a refreshing change in a few hours by an automobile ride. Even in large cities it is easy, especially at night, to get out into the country. Of course, sunshine is an added benefit if the trip can be taken during the day.

"The mother can get out during the day, for she can put the small children in the automobile and so keep them safe and benefited just as she is herself. They are entertained by the ride and she is diverted from the things that worry her. As we shall see, the fresh air and sunshine benefit them all while they are out. The children can be taken to school and brought home from school.

"The older members of the family, who need to go more slowly, who can not easily travel on trolleys and trains, can still keep in touch with the rest of the world by the rides in the automobile. A grandmother can be taken to see the home of one of her grandchildren and a visit made which might otherwise be impossible.

Summer Autoing Advised.

"In the heat of the summer, when the temperature remains so high that rest is difficult, the family can go out in the automobile. In the city the families start out looking hot and tired from the heat of the day. The ride is cool, regardless of the temperature of the air. And, even though the home is still hot as an oven, they return cooled and quiet, ready for a comfortable sleep which otherwise would be impossible.

"The benefit derived from these trips is in part the effect of the change of scene with its helpful action on the mind of the person. This effect is recognized, but is difficult to describe, but we can describe in explanation the action of sunshine and fresh air which is the greatest for the child. The adult has many worries which involve the nervous system and any relief from the worries by a ride means very much more than at first is realized. The fatigue of the adult body can be endured a long time because the body has completed its growth, but nerve strain may cause an unexpected break.

"All of the sports like fishing, sailing, and canoeing are brought more within reach of the majority by the easy automobile trip to the distant point.

"In this way sunshine and fresh air in its greatest quantity is available. The statement sea level means that we have the greatest quantity of oxygen present.

"Altitude then means less and less oxygen as we get up from the sea level. This does not mean that living on high land is detrimental, for many people find it more pleasing in the mountains than on the seashore.

Value of Sunlight Noted.

"Fortunately the sunshine is not limited except where high mountains shadow the houses in the valley and so shorten the day. We can notice the value of sunshine if we notice the effect of its lack. We would say that a mountain need not be considered, but in mountainous sections people have felt the depressant effect of that shadow. The lack of sun has had a detrimental effect upon them. It is in marked contrast to the sunny side of the mountain with the warmth of the sun on the houses. This shows the value of the sun for, or on, the mind.

"For the body it is necessary for normal growth. If we take a plant like a potato and start it growing in a dark cellar the plant will try to grow toward any opening which shows light. But the growth will be pale, almost white, until it comes near the light. Then the color shows a slight change to green which changes to deeper green as the plant has the sunshine.

"This green is due to chlorophyll in the parts of the plant. The chlorophyll with carbon dioxide, water, and the action of the sunlight is believed to produce sugar (a carbohydrate.) The plant uses sugar for its energy but when it is ready to store the sugar for the seeds the sugar is changed to starch.

"Virtually all green plants have chlorophyll and grow where light reaches them. The chlorophyll seems for the plant to have the importance that oxyhemoglobin has for the animal, the human being. In "Physiological Chemistry," by Hawk and Bergeim, ninth edition, page 68, we have a definite statement about the sunshine.

"Baly also concludes that chlorophyll acts as a photocatalyst, or light screen, absorbing rays of light having wave lengths of 350uu or longer and then radiating them at frequencies capable of accomplishing the various steps in the carbohydrate synthesis (the production of sugar).

"While the plants use carbon dioxide in considerable quantities the human being uses oxygen and it is this chemical element that we get from fresh air.

"We find that practically all plants and animals need oxygen because it is an important chemical element in the body of animals and the parts of the plant. The living form is made up of cells and the materials which hold the cells together. The oxygen is positively necessary for these cells.

"The blood, although it is a liquid, has in it solid particles and certain very definite ones of these solid particles take up the oxygen. These solid particles have been named red blood cells, or red blood corpuscles, also erythrocytes, partly because of their red color, although they change in color, depending upon the quantity of oxygen taken in combination.

"If enough fresh air is breathed the corpuscles make the blood a deep wonderful color which shows where the blood comes near the surface. We say the person has a good color. But if the blood does not have enough oxygen then the color changes and we see lack of color, or a blush tint. It is like the color of the person who chokes. The color is not caused by the distress of the person but because there is not enough oxygen combined with the red blood cells.

"These red blood cells are so very small that there must be from four to five million in one cubic millimeter of blood. We can hardly count the number that must be in the whole body. Each little red cell takes its small portion of oxygen from the lungs and passes on to give it perhaps to the brain or to a muscle.

Oxygen Acts on Food.

"The oxygen has a chemical action with food. With sugar the oxygen is active and oxidation takes place. This liberates the potential energy which the plant has produced when the sugar was formed with the action of the sunlight. This energy for man may be kinetic, depending upon the part of the body where the oxidation takes place. The change can be illustrated by coal which has to have air so that it can burn, oxidation takes place. The body is warmed while this process goes on.

"Chemists have called the parts of the red blood corpuscles combining with oxygen oxyhemoglobin, and after most of the oxygen has been given off to the body and the corpuscle is on its way back for a fresh supply the name is hemoglobin. Within this chemical combination we find the iron which is necessary in order that the oxygen can be carried by the corpuscles. This is one of the reasons why spinach is one of the important vegetables.

"For the ordinary person the blood flows through the body rapidly but if the person is discouraged, indifferent, or tired these vital changes go on more slowly. Consequently, while riding, the stimulation of new scenes, new people, causes more rapid breathing and in that way more oxygen. The little child, the grown person, the elderly person, all are stimulated. The tired business man gets the good supply of oxygen the body needs.

"The oxyhemoglobin can be crystalized and shows a crystal different for the horse than that of man, another for the dog, and yet another for the cat.

"Many other changes go on in the body which involve oxygen and sunlight. With electricity it has been possible to make and use lamps which approximate the effect of sunlight, and they are being used for people who are not well and strong.

"This use, however, is treatment; it lacks the zest, the diversion, of the ride in the wind and sunshine. While evidently valuable, it lacks the pleasant stimulation which the automobile trip gives to the nervous system."

THE NEW JUNIOR OFFICER ON A VETERAN CRAFT



The "Mate" has joined the "Master" in the nautical terminology that identifies the Reo products. The "Mate" shown above wears the garb of a sport coupe.

Headlights Require Proper Adjustment

Wise or unwise headlight use depends upon not only proper adjustment but an adequate amount of illumination. It is possible to have properly focused and aimed headlights without having a sufficient amount of light.

Many car owners forget this. It pays to check the bulbs for the volume of light they give. They may be failing seriously in their important work.

Carbon Should Be Cleaned Completely

Cleaning carbon requires more than removing its last trace from pistons, valves and other parts of the combustion chamber. If any particles fall on the top of the engine block and are left there after the head has been replaced, the likelihood of a blown gasket is great.

The block should be wiped clean before the head is put on again.

Many Noises Caused By Unequal Pressure

Motorists who formerly thought that squeaking brakes were the product of miscellaneous foreign substances, water, mud, rust and the like, between drum and band are noting with surprise that fully inclosed brakes also can become noisy. They wonder why.

It requires going back to the fundamentals of brake noises. Usually they result from unequal pressure. Just what happens, on a small scale, can be determined by pushing the thumb along a smooth table. Note the jerkiness of the motion and the noise it creates. In the inclosed brake, lack of rigidity in a shoe will set up the same impulses with the same effect. Tightening the shoe will remedy the trouble.

The Old Mechanic Says:

It's a funny thing that no matter how many winters they have struggled through, some car owners never seem to develop a method of easier, if not easy, starting.

Just the other day a man who has been driving a car for years sent me an S O S to come and help him start. I found that the only thing keeping the motor from going off at once was that the choke was not pulled all the way out. He'd almost run the battery down trying to start. On a cold day it is imperative that all the air be cut off at the carburetor in starting, and the only way to do it is to pull out the choke all the way.

Another thing that helps to make starting a problem is the old habit of setting the spark back in the retarded position. That's fine when cranking by hand. It is no longer necessary when using the starter, and not only that, it makes the spark that much less snappy.

There's one thing about cold-weather starting that every one should know and follow except possibly the woman driver—that is that turning the engine over a few times with the hand crank is one of the quickest ways to start it. This frees up the engine and the starter then can whip it over at a speed that will give it gas and spark in the quantity and condition that will enable it to take hold.

Winter starting needn't be as hard as many make it.

Never before have American manufacturers presented so many different body types as they have this year.

BATTERY MAKERS FOLLOW QUANTITY

Mass Production, Such as Seen in Auto Plants, Is Employed.

MOVED ON CONVEYORS

Production lines similar to those in the plants of the quantity producers of automobiles are a feature in several of the shops of the big battery makers, a survey of factory methods shows. Thousands of batteries move forward daily on belt conveyors, while men, standing like a gantlet down the line, affix parts and perform operations which finish the product that gives electric energy for starting and lighting millions of automobiles.

Scientific application of the latest engineering developments to cut costs, improve product, speed up output and protect the health and lives of workmen has been adopted. Fumes from melted lead, gasses and poisonous dusts, used in large quantities, are recovered by control of air conditions through a system of powerful ventilating fans which segregate these hazards without danger to workers.

Air Pressure Employed.

In the group burning room, where the battery plates are formed into groups, lead lugs of considerable weight are blown through pipes by an air pressure which approximates three miles a minute. These lugs, which are ragged edges cut off from the plates, are remelted to become the material in other plates. Fine lead dust and other material are handled in this way, although one company uses an air washer to recover lead dust from the air which is blown through a spray of water. The air washer recovers approximately 75 pounds of lead a week by removing the dust, according to the plant engineer of the company.

In the foundry, hoods are used over the lead pots to collect the lead oxide fumes which come from the melted lead. Suction fans draw the fumes up through large pipes to remove the danger from workmen. One of the most unusual applications of mechanically controlled air in this plant is for the purpose of blowing acids from the storage rooms near the railroad tracks through pipes a distance of 500 feet into the developing room, where the acids are poured into the battery, which, acting on the plates, produce electrical current.

Sawdust Is Recovered.

In the boxroom of the plant, where wooden separating plates and other wooden products are made, scrap lumber, sawdust and shavings are blown by air suction to another part of the plant and used as fuel.

A dustless system of blending lead oxides to manufacture battery paste has been developed. In former years this was considered impossible. The system is arranged in such a manner that all the various operations are synchronized into a coordinating closed system. The result is that lead oxide is being handled at a rate of five to six tons per hour.

Less Gasoline Is Consumed By Improved Auto of 1929

Along with greater power and finer performance, the buyer of a 1929 automobile will find himself the possessor of a vehicle which consumes less gasoline.

According to Oscar Coolican, local motor car distributor, a survey of the newest cars leads inevitably to the conclusion that there has been an almost unanimous improvement in carburetion and manifolding systems.

More scientific design in these important units, Mr. Coolican shows, will assure to the user fuller and more complete combustion and utilization of the "power parts" of the fuel.

"Study of the specifications of the newest cars as they have become available, and close observation of them 'in the flesh,' so to speak, leads inevitably to the conclusion that while giving appreciably more power and smoother operation the manufacturers at the same time have endowed them with qualities of economy never before attained," Mr. Coolican says.

"Carburetors are more throughtful in design than ever. Used in conjunction with the latest and most approved ideas in connection with manifolding systems, they extract from the gasoline every ounce of energy-producing power. The net result of it all is finer operation at less cost."

According to Mr. Coolican, this is just one phase of the improvement which has been wrought in the new automobiles.

"From stem to stern they are better than their predecessors, and, regardless of price class, it will come as welcome news to all prospective purchasers that upkeep costs will be lower. The automobile industry, at least partially, has achieved its goal of utmost efficiency at lowest possible cost per mile," Mr. Coolican concludes.

MOTORISTS APPROVE TOLL-BRIDGE INQUIRY

$118,000,000 Taken Annually From Drivers by Owners, Claim Made.

FREE SPANS ARE WANTED

The proposed congressional investigation into the methods of financing toll bridge construction, as set forth in a resolution by Senator Tasker L. Oddie, of Nevada, has received the approval of the American Motorists Association, it is announced by that organization. Under the Oddie resolution, a joint congressional committee would be appointed to study every angle of the toll bridge problem.

Approximately $118,000,000 is taken from the motorist's purse annually in the form of bridge tolls, the association's figures disclosed. In announcing its support of the Oddie resolution, the association reiterated its opposition to the present policy of the Federal Government in permitting the construction of bridges without requiring that they become toll-free after building costs are retired.

"Motorists do not object to the payment of a toll," Thomas J. Keefe, general manager of the association, says in commenting upon the committee's action, "where a portion of the toll is set aside for the retirement of construction costs and where the bridge is eventually to become toll-free. But every motorist does object to paying tolls which are exacted solely for the enrichment of private bridge owners."

W. P. Chapelle

PRESENTS THE

NEW DODGE BROTHERS SIX

DODGE BROTHERS Six typifies that genius in engineering and craftsmanship which characterizes all Chrysler-built cars.

The most remarkable value in Dodge Brothers history, it introduces more than a score of important betterments.

In captivating beauty, in sparkling performance, in superior comfort, in safety, and in luxury of detail, the new Dodge Brothers Six is supreme.

The long-time prestige of Dodge Brothers takes on a new luster from this remarkable Six. And, as befits a car of such pre-eminent quality, value, style and performance, the new Dodge Brothers Six bears on its radiator that same emblem of integrity, of quality and of good-will which first distinguished the extraordinary products of Dodge Brothers manufacture.

Ask to be shown these new and advanced features when you visit the Automobile Show:

NEW and exclusive *Monopiece Body*—a sensational type of body construction which banishes all squeaks and rattles; insures greater riding-steadiness, and increases comfort and safety.

NEW narrow-profile radiator; *new* one-piece fenders; *new* Chrysler steel channel running boards with moulded rubber coverings.

NEW chromium-plated, tarnish proof exterior metalling; *new* Butler-finished interior fittings; *new* comfort accessories and refinements; *new* charmingly tailored upholstery.

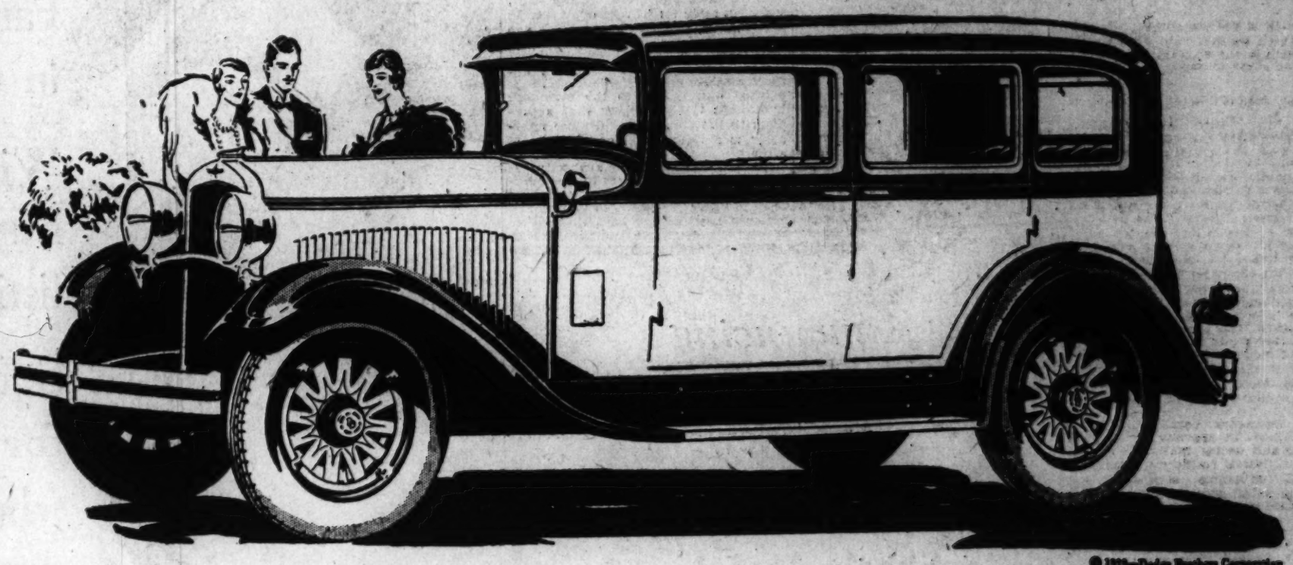
NEW and uniquely beautiful instrument grouping; a dash button to start the motor; *new* finger-thin steering wheel; *new* turn-at-a-touch *roller-bearing* steering gear; *new* Chrysler weatherproof hydraulic 4-wheel brakes; Lovejoy hydraulic shock absorbers all around.

NEW wide channel frame flanges for greater strength; *new* simplicity and accessibility of engine assemblies; *new* live-rubber rear engine mountings; *new* front-end exhaust manifold to keep engine heat from the driving compartment.

NEW transmission with wider-faced gears; *new double* thrust-absorbing roller-bearings in the rugged rear axle; *new-type* wheels with extra-strong elliptical spokes and mushroom hub caps; *new* larger (5.50) oversize tires for excess mileage economy.

NEWNESS throughout the car; *newness* that means bigger value; *newness* that gives greater dependability even for Dodge.

Study the new Dodge Brothers Six carefully. Note its many new and original features. It deserves your most thorough examination.



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THE NEW DODGE SENIOR

The new Chrysler inspired Dodge Senior—also on display—combines the finest custom style with big-car roominess and road-ease. Its mechanical quality reflects the soundness and surety traditional with Dodge Brothers craftsmanship. It is the *largest, handsomest,* and *finest* of all Dodge Brothers cars.

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GOVERNMENT OFFICE URGED TO SUPERVISE ROAD CONSTRUCTION

Hupp Chairman Says Traffic Congestion Presents Great Engineering Problem.

LARGER APPROPRIATION SOUGHT FOR HIGHWAYS

Need Declared Imperative by Prediction of 30,000,000 Cars to Be Used.

With 30,000,000 automobiles owned in this country considered to be inevitable within a relatively few years, as well as a national highway system linking all points of consequence, there should be created a centralized Government bureau to cooperate with State and local agencies in road construction and to prepare a uniform traffic survey of coming needs, and, also, increased highways appropriations by the Federal authority.

These points are raised by C. D. Hastings, chairman of Hupp, who believes that "a tremendous engineering problem, the like of which has never been experienced in world history, is just beginning to dawn on America."

Wide Congestion Predicted.

"I refer," he says, "to the fact that the enormous congestion now being experienced in our metropolitan centers is but the begining of a similar condition which will shortly extend, with variations, to every section of the country. No other nations are confronted with such tremendous traffic problems of the near future as is our own. While other countries may be faced with the necessity of moving traffic of all kinds through densely populated districts, this country faces such a problem, intensified by the nature of our cities, plus an insistent demand that each section be closly linked with each other part.

"The Federal aid highway system, which has been of inestimable value to the motorists and economic interests of this country, was established in 1918. To date it has expanded, in joint cooperation with local agencies, approximately $615,000,000 in highway construction. And this annual expenditure, which has now grown to about $75,000,000, has become but a drop in the bucket if we are to anticipate the traffic needs of the future.

Balance About Used Up.

"The reserve funds, created by funds appropriated in advance of their use by the Federal Government, have provided an essential accessory to the annual expenses for road construction. That balance is now about used up. And still we are faced with the fact that we have but made a start in the direction of adequately providing for future traffic needs.

"It is not impractical to plan our street and hgihway systems for the travel of 30,000,000 motor cars. It is likewise not impractical to plan on a great system of national highways which will closely link one section of this country with every other district, with paralleling roadways for travel in opposite directions. This past year it was estimated that approximately 3,000,000 persons visited Government parks, many of them using motor car or bus lines for such trips. This staggering figure does not include a single mention of the everyday business and pleasure use of automobiles, nor the tremendous mileage rolled up daily by motor trucks in the interests of commerce. And it is not a conjecture to say that the total passenger cars in the United States will do annually somewhere around 50,000,000,000 miles, not including buses and trucks.

"In many sections of the country and in some of our prideful cities a large part of this mileage is being daily run off on streets and roadways that were constructed of materials and in specifications purely for horse-drawn vehicles. In many of our larger cities this condition is rapidly approaching a calamity. It is but a matter of months, and already certain sections have noted its approach, that the rural districts will be faced by a similar problem.

"I believe there are certain things toward which we can work which will help to relieve the situation and perhaps bring some measure of relief to posterity.

Larger Appropriations Urged.

"First, and I believe the most important, the Federal Government should devise means for doubling and then tripling the amount of money it can spend in developing our highways. Second, I believe further cooperation and swifter progress could be attained if a separate bureau or department were to be created by the Federal Government whose first job would be to intensively study the coming traffic needs of every section of the country. Another sizable task would immediately confront this Government organization—that of mapping out a comprehensive national highway system, not only to cross the United States from East to West and North and South, but to recross the continent in these four directions and then cross again. Such a plan should include several important features, namely:

"Wider roadways paralleling each other for travel in opposite directions, of heavier and deeper material; adoption of a universal traffic signal codes, signs and ordinances; separation or elimination of all grade and rail crossings on main traffic arteries; separation of motor car and bus traffic from truck traffic wherever possible, and a distribution of increased roadway funds to those sections and cities where traffic relief is immediately necessary.

"Obviously, municipalities, particularly those larger centers, must contribute their own salvation by improving local conditions. While many of the above features are applicable to metropolitan centers, there are certain problems inherent in large centers, which must be provided with solutions.

Parking Problem Noted.

"Of paramount importance in this connection is the parking problem. Paris is constructing the first underground garage. Doubtlessly this is the first step in one of the two directions in which it is possible for parking to go. The other is up. It will not be long until residents of our larger centers of population will drive conveniently near to their business or shopping, park their automobile in a subway garage or an overhead parking lot, or perhaps on the very roof of the building in which they will transact their business or pleasure. In some of our cities this has already been accomplished, and tenants and customers may now park their cars on the same floor on which they transact their business. This is another step forward.

"Ramp garages have pointed the way in this country. It is not too much to expect that parking engineers of the future will be trained to provide space for cars where only thin air or solid earth was before. Elevated street parking could be accomplished by side ways off the elevated through roads that are bound to come. In outlying districts there will be installed in future years a dip system for cross streets. Such elevated super-highways across a city will be approached by ramps; motor cars will travel at speeds prohibited and impossible on surface roadways.

Hawkins NASH

Still "conveniently located on 14th street" and the same old slogan of "Satisfaction First" from selling sales and service men.

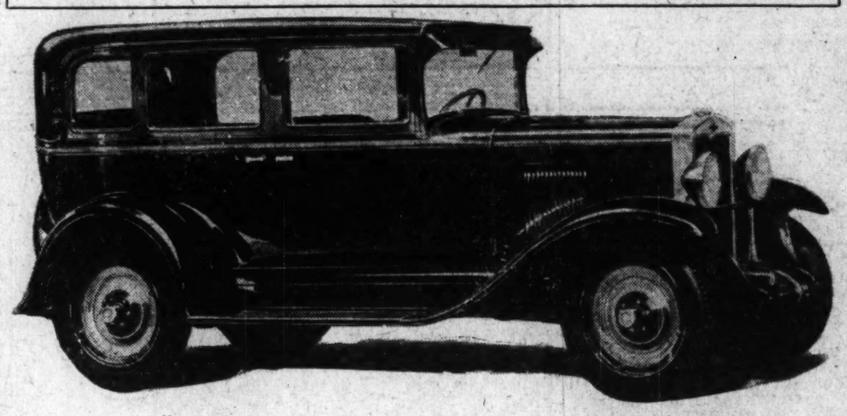
1529 14th St. N.W.
Decatur 3320

Venezuela Cars Carry Three Different Horns

Two horns are required on automobiles in Venezuela, one operated by hand for use in the city and an electrical horn for country use. Investigation shows, however, that Venezuelan cars generally are equipped with three horns, one hand operated and the other two electrical.

The practice is to install the button for one of the electrcial signals on the steering wheel, while the other is placed on the left door of the car so it can be pressed by the driver's knee. The need for this arrangement is dictated by the difficulties of driving over mountainous roads, where steep grades and sharp curves necessitate continuous sounding of the horn.

NOW WEARING THE PROUD LOOK OF A BIGGER CAR



En masse, as the French have it, the public will get its chance to see the new Chevrolet in the automobile show. The sedan will be among the various models.

Low Quality of Grease Danger to Differential

If told to fill the differential housing with tar, the car owner would not do it. He would know it was wrong. Yet, service stations daily are finding hundreds of motorists who have been traveling around with a differential lubricant, that, through use, has attained the consistency of tar.

For lubrication purposes, of course, its value, is absolutely nothing, and there is some question as to whether grease of this character is not actually worse than none at all.

"A reputable traffic engineer has estimated that this country losses $1,000,000,000 each year because of traffic tieups, while the annual traffic list of fatalities has mounted until it reaches nearly 30,000 persons. Another statistician estimated economic losses due to traffic accidents costs this country about $2,000,0000 each day. If only half of these two amounts could be saved by an improved highway and transportation system, much of its cost would thus be defrayed with the addition of improved economic conditions and more work accomplished.

"Then there is the purely safety factor to consider. Government agents claim that a year ago 82 per cent of pedestrian fatalities in traffic accidents were caused by children playing in the streets or disobeying traffic regulations. And, it is computed, 20,800 persons were killed and 57,700 seriously injured in highway grade crossings of railroads. The value of saving one life is inestimable. The value of saving one-half or two-thirds of that number would be a blessing to every one.

"There is the picture of what we are facing now, and some idea of what we face in two, three five or ten years from now. And the picture isn't improved by the fact that these monetary and life losses are decreasing. Without further study it is evident that action must be taken and without delay."

Markers Urged in Cities Where U. S. Highways Pass

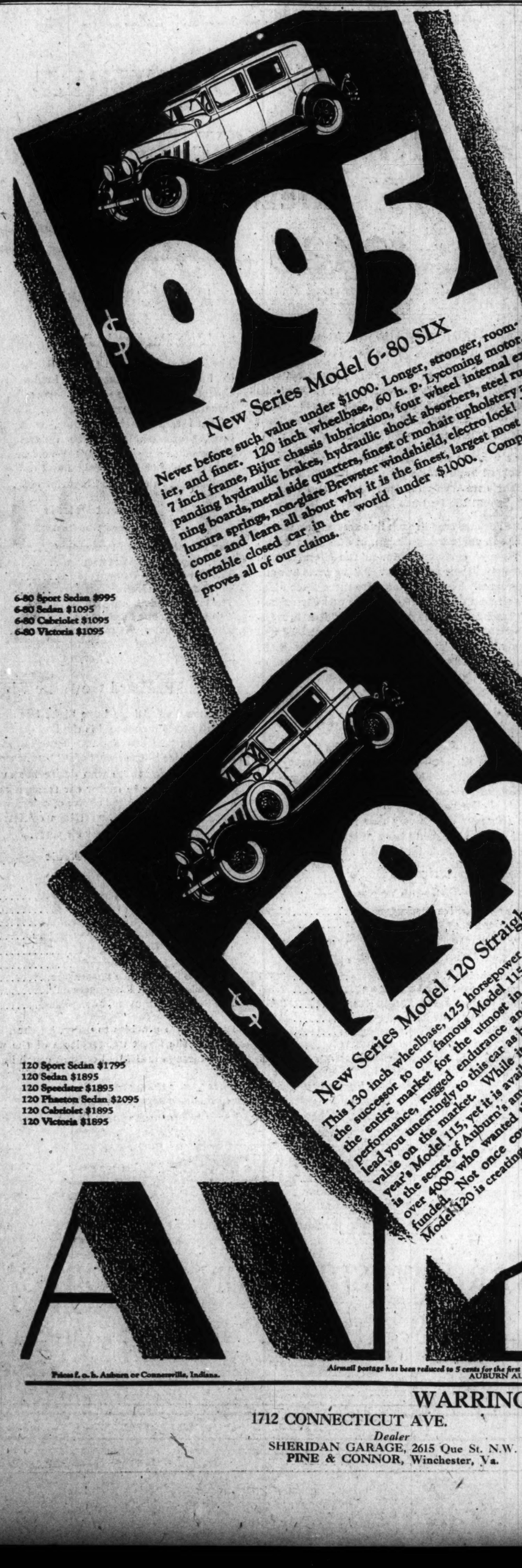
Need for the creation of United States highway markets in cities through which the United States highway system passes is brought out by the Bureau of Public Roads in making public a letter received from a cross-continent motorist.

"Why aren't the standard route markers of the system more generally erected in cities through which the routes pass?" the bureau was asked. "I started from the Western Coast last summer over one of the United States routes and had no trouble in following the road across the country except when it crossed the larger cities. There were no markers to indicate when I was on the route and when I was off it. It is through the cities that we motorists are most likely to get off the route, especially at five-point intersections."

Officials of the bureau explained that the route markers in the various States were erected by the State highway departments only upon the highways under their jurisdiction; that city streets, which are connecting links, are under the juriadiction of municipal authorities, and that the erection of the markers within city limits is up to the city officials.

A few cities have recognized this need of the motorist, the bureau said, and have erected the standard markers on their streets.

Since the standard route markers and danger and caution signs were adopted in 1925 for use on the United States highway system, 38 States have completed the marking of the system within their borders and under their jurisdictions, eight States have marked from 75 to 90 per cent of their roads and four States have marked from 50 to 75 per cent.



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ROANOKE MODEL GARAGE, Roanoke, Va.

CAR'S LIFE REDUCED BY CARELESS DRIVER NEGLECTING NEEDS

Racing Engine Declared One Way to Hasten Final Trip to Junk Pile.

LACK OF SERVICING FOUND TO BE EXPENSIVE IN END

Owners Warned No Car Can Permanently Stand Up Under Abuse.

With automobiles improved to a point which at least approximates perfection, and with these cars demonstrating their ability to operate smoothly and efficiently under virtually any circumstances, there is an increasingly pronounced tendency for owners to abuse the finely made mechanisms which the manufacturers have placed in their hands.

When automobiles demanded kindly treatment they got it. Today, when cars will go on and on despite the worst sort of maltreatment, in too many instances they are not handled in a way which makes for the longest and most economical life. In other words, motorists are imposing upon their cars' good nature and, in so doing, they are laying up for themselves troubles and expense which otherwise might be avoided.

Many Owners Careless.

Manhandling a modern motor car may not cause it to break down immediately, but that sort of driving will put it on the junk pile lots sooner than if the owner met the car and its maker halfway in the matter of careful and intelligent driving and servicing. All the modern car asks is to be met half way; it will take care of the rest. The whole trouble lies in the fact that many owners are not taking a single step to safeguard what after all are their own interests.

An owner can go on for months accelerating with a heavy foot and decelerating similarly. He can race the engine and forget to put the correct amount of oil into the crankcase. He can neglect the grease cups—or their equivalents—and let the tires sag. He can laugh at the idea of applying a top dressing and he can clash his gears in shifting.

He can do all these things and "get away" with them. But no car is being made today and it is not likely that any car ever will be made, which can withstand such treatment. Many cars are getting just such handling, and the results are not pleasant to contemplate.

How many owners heed the oft-repeated advice to warm up the motor before starting? With pistons cold and contracted, with oil congealed, with bearings dry, how many drivers think to let the oil work in before putting the car in low and pursuing his way?

Few, it is feared, in comparison with the number who engage the clutch with a mighty jerk; who race the engine vigorously, and who have to strain the battery by recranking after one or more false starts. Cars are better today than ever, certainly, but fundamentals must be obeyed today just as surely as ten years ago.

Cars Misunderstood.

Failure to treat cars considerately is largely a matter of misunderstanding. This is said in the belief that the average person would not be so foolish as to rob himself willfully of the pleasures and comforts the car can give him. Misunderstanding offers a satisfactory answer to what would otherwise be a great mystery.

Take the matter of warming up referred to above. Nine out of ten drivers continue to think they are warming up their motors when they race them. This reveals plain ignorance of what goes on under the hood. Racing the engine stirs up the cooling system and also enables the fan to blow more cool air over the block. Any friction created by the bearings remains in the bearing to burn it out independently and is not transmitted to the engine itself in terms of heat.

A few moments of idling or moderate speed will warm up the engine quicker than any other way and such consideration for its handicaps will be returned to the owner in assurance of longer engine life and fewer repairs. An engine, in starting, is under a great handicap, and it is only logical to give it opportunity to adjust itself.

The motorist who handles his car gingerly at all times and who does not ask it to come across with all its resources is usually branded as a fusser, but the interesting part about it is that one will seldom hear him arguing with the garage people over a repair bill. The only repairs he has are those that prolong the car's life. Carefulness helps him avoid the necessity of trying to put the car back where it was.

It is downright ignorance, manufacturer's contend, that tempts a driver to do with his neglected car what has been done on the race track with a car of the same model that has been given every assistance. Cars that under favorable conditions should develop a speed of 50 miles an hour without effort are being abused over 35 simply because they are carelessly handled and half starved on gas, air, oil, water and grease. When the average driver wants to go fast, even if the reason is legitimate, he will "step on it" and reach the desired speed as quickly as possible. This is a far cry from educating the car to high speed by letting it roll up to the desired speed through gradual increase of the gas being fed to it.

Some Mistaken Kindness.

Today one hears a lot about cars being killed by kindness, but repairers are beginning to find that kindness comes in two varieties: The genuine and the useless kind. Any hour of the day one can find hundreds of cars in the public garages left there by people who don't want to take their cars into the rain, the cold, the hot sun, the dust, the snow, or whatever it is they imagine a car can't endure. These very considerate owners are the same people who slam the doors when it isn't necessary, who never think of scraping the mud off their feet when they step into the tonneau or who postpone adding a quart of oil just because they're going to have the crankcase drained out and refilled tomorrow.

The matter of kindness to one's car applies even to those people who are always tinkering with it. Watch some persons clean a spark plug. In order to get a good brace they will often put one foot up on apron or fender. The tools are sprawled over the running board. When the job is half done, greasy fingers grope into the side pockets for a rag. By the time the car is treated to a little internal consideration it has been permanently damaged externally.

The reverse is true when the owner keeps the springs clean and dry, thinking he is doing his car a great favor; All the while he is making it labor under the handicap of dry spring leaves.

The way some owners wash their cars reminds one of washing the dog by drowning it. The washing job is sometimes so vigorous that the paint is chipped off and the ignition wires soaked. This sort of thing is kindness of a kind, but not the kind for those who want to get the most out of their cars over the entire span of their ownership.

When the car doesn't seem to want to respond in the customary way, the wise owner does not force it, but considerately pauses to see what's wrong. Perhaps he has forgotten something. Perhaps it only needs a helping hand.

Motoring With Mary

Every revolution of the engine grinds out wisdom for the woman who drives a car, one of them has discovered.

By MARY JANE MOORE

Skidding With Safety.

"How do you come out of a skid?" I asked Bob the other evening as our theretofore desultory conversation worked itself around to motoring safety.

"Sometimes pretty much upset," he replied. "At other times, I just come out. When you start to skid your fate is on the lap of the gods."

Bob has been driving a car for fifteen years at least. That kind of an answer from a veteran male motorist is what makes me confident my sex some day will be saying, "It's only a man," when something goes wrong in the stream of traffic.

I must have registered disgust or superiority, or something equally irritating, for he asked somewhat sharply:

"Well, Mr. Bones, how do you come out of a skid?"

That was my cue.

"Safely," I retorted.

Before he could make any comment I went on:

"I don't know all about skidding, but I do know something. I made it a point to find out."

"Well, the fenders don't show it," he said with a degree of sarcasm scarcely becoming an ex-officer and a gent'man.

"Naturally," I replied. "Why should they? I learned how to skid in an environment made especially for that purpose. To make myself perfectly clear, I was talking to your friend Raymond the other day and he told me all about skidding and what to do in case one met it face to face. Just to test out his theory, I went out on a deserted highway on a nice slippery day and practiced."

"What foolishness!" Bob interrupted.

"Foolishness, nothing. It would have been foolish for me not to have done so. In that case, I should probably have had my first skid in heavy traffic and ruined my car and several others before I could remember what Raymond told me. Instead of doing that I went out and skidded myself into some familiarity with skidding.

"The first thing I did was speed up to 20 miles an hour and apply the brakes vigorously. The car was most accommodating. It skidded to the left. I released the brakes at once, turned the front wheels to the left and snapped right out of the skid. There was no emergency and I had a chance to impress upon my mind before the skidding that the remedy was to release the brakes at once and turn in the direction of the skid.

"Rear-wheel skids like that are easy to control, provided one is not driving too fast. Front-wheel skids are different—far more dangerous. I didn't try one but Raymond told me how to avoid them. In the first place, they seldom are caused by application of the brakes but rather by sudden twisting of the steering wheel, either through holding it too loosely or trying to take a corner or a curve at too high a speed. So far as that kind of a skid is concerned, I shall not have one because I will hold the wheel very firmly on slippery streets and I shall not be foolish enough to turn at too high a speed.

"The point is that I learned about skidding before I skidded into something. The main part of the lesson was that any slippery surface is likely to result in a dangerous skid, and alertness is required not only to prevent it, but to come out of it safely in case the preventive precautions fail. That means one must have one's wits handy."

(Copyright, 1929.)

District Division of A. A. A. Has Ambitious 1929 Plans

Will Make Motoring in Capital as Free From Annoyance as Possible; Touring in Washington and Vicinity Will Be Better; Roads Improved.

A year of unusually happy outlook, a year which promises to enable the car owner to realize more than ever the great potentialities of the most popular modern method of individual transportation, now lies before Washington motorists.

So declares George E. Keneipp, manager of the District of Columbia division of the American Automobile Association, who envisions with the unfolding of the new year new opportunities for organized motordom to make itself increasingly useful to the community as a whole.

"During the last year," Mr. Keneipp says, "it was the ambition of the District of Columbia division of the American Automobile Association to contribute as much as possible not only to the welfare of our members and of motordom generally, but also to become an ever more important constructive factor in the whole community life.

"In that ambition we have reason to believe that we were at least partly successful. During the year, which begins with such great promise for motordom, it is our hope that we shall scale new heights of accomplishment for the public welfare."

Mr. Keneipp points out that the motor club, through its many services, both to its members and to the public as a whole, is assuming a place of ever-increasing significance as a vital influence in the community. Operating on a nonprofit basis, having service as its ideal, the motor club, Mr. Keneipp said, has taken its place beside other civic bodies in working for the welfare of the whole city.

"Naturally," Mr. Keneipp says, "our central aim is service to motorists. The advancement of motordom is our chief concern. We desire, first of all, to make motoring better, safer, more efficient, and as free as possible from all annoyances. But, in addition to that, as we see it, we have a broader obligation, and at this time we wish to express the hope that during 1929 we will be able to fulfill that obligation to the fullest possible extent."

In discussing the outlook for local motordom during the coming year, Mr. Keneipp states it to be his belief that the coming months hold much in store.

"Touring about the National Capital, for example, should be better this year than ever before," he says. "Roads are better now, and there are more of them. Beauty spots which before were closed to the motorist now have been thrown open to him and are to be found along ribbons of broad, smooth highway.

"While the problem of congestion on the roads around Washington still is a difficult one, and one which will not be solved this year, nevertheless we know that improvement will be noticed because of the road widening program carried on and because of the greater number of roads available. The roads themselves are much improved."

A phase of the District division's work which is of interest to motordom, and to the remainder of the community as well, is that involved in the establishment and maintenance of the schoolboy patrols. These patrols have done a highly valuable work in protecting the smaller children as they go to and from their schools. School officials, motorists and, of course, parents, have joined in commending the worth of this movement in the interest of safety. During the coming year, the District of Columbia division of the American Automobile Association plans to do all in its power to continue and expand this form of public service, Mr. Keneipp points out.

"With the present well-nigh universal use of the motor vehicle," he says, "the interests of motordom naturally have become widespread. In fact, it may be said in all truth that any stultifying influence upon motordom becomes inevitably a handicap to the community as a whole. The progress of motordom, in all respects, insures in an important measure the progress of the entire group. It is from this broad viewpoint that we intend to continue to work, believing it to be fundamentally correct and sound, and productive of the greatest and most lasting good.

"When the District of Columbia division looks back upon the results achieved in so many constructive directions during the year 1928, and when we view the possibilities which are before use in 1929, we can not help but enter the new year with a vigorous optimism on our side. The old year saw all our organization records shattered, and brought local motordom to a new plane of influence. That with this background we have the makings in 1929 of still further impressive accomplishments is readily apparent.

"Our plans for 1929 recognize these enhanced opportunities, and provide for them. Materializing, as we are confident they will in abundant measure, the year now begun will become the most noteworthy in the history of Washington as a center of motoring interest."

Motoring and Flying Seen as Dovetailing

The conviction is held by qualified observers that the automobile and the airplane in the future will progress hand in hand, complementing each other in the services rendered. As a matter of fact, the automobile industry already has a deep practical interest in aviation since numbers of its important makers are making either engines, parts, or entire machines.

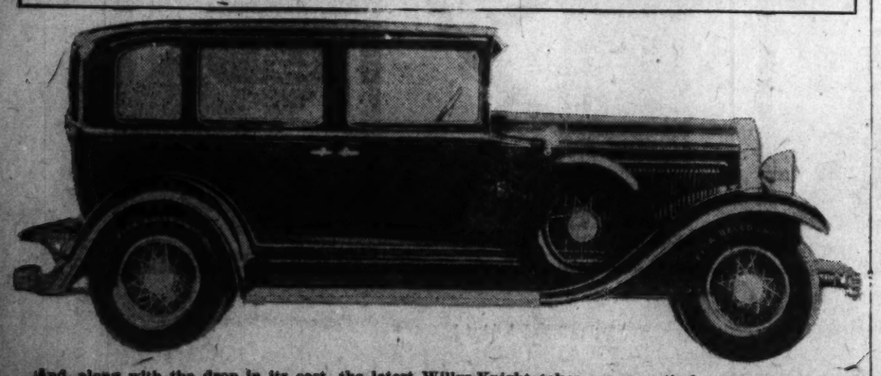
That automobile shows of the future will become joint "automobile and airplane exhibits" is the thought in many quarters.

High Air Pressure Covers Much Mileage

At the other extreme from the motorist who thinks one can not have too little air in a balloon tire is the car owner who is afraid that if he gets a pound or five pounds too much the tire is likely to blow up in his face.

As a matter of fact, many of these instances of phenomenal mileage from balloons about which one hears are due to the simple fact that they normally carried more than the specified pressure.

TAKES A DIP DOWNWARD TO THE LOWER-PRICE TIER



And, along with the drop in its cost, the latest Willys-Knight takes on an entirely new appearance. Finger-tip control is one of the special features in the car.

ASK THE MAN WHO OWNS ONE

PACKARD

NOW BUILDS THREE STRAIGHT-EIGHT MODELS

PRICED FROM $2435 to $5985

AT DETROIT

PACKARD pioneered the straight-eight motor car in America. That fact is well known.

Now, like the vast majority of all multi-cylinder car manufacturers the world over, Packard has standardized the eight-in-line power plant. Every current Packard model is now a Packard Eight. That, too, is well known.

But what is not generally appreciated is that Packard builds *three complete lines* of Packard Eight cars—the Standard Eight, the Custom Eight and the De Luxe Eight.

The Packard cars in each line are fundamentally alike in engineering design, in quality of materials and craftsmanship, in the characteristic beauty of their body lines. Packard has but one standard. The models in the three lines differ in size, in detailed refinements of body embellishment and in the degree of individuality available to the purchaser in color, upholstery and body styles. Today there is a Packard Eight suited to the requirements of every man or woman who seeks more than mere transportation in a motor car.

The Packard Standard Eight

The new Packard Standard Eight is a powerful, fast and luxurious car, built on two popular chassis lengths—126 inches and 133 inches. The acceleration and smoothness so long associated with the Packard Eight is refined and enhanced in this new car. Every new feature including the unique Packard Shock Absorbing System is found on the Standard models.

Prices at Detroit

126-inch Wheelbase

The Sedan, Five Passengers	$2,435
The Coupe, Two Passengers	2,510
The Convertible Coupe, Two Pass.	2,585

133-inch Wheelbase

The Runabout, Two Passengers	2,535
The Phaeton, Five Passengers	2,535
The Touring, Seven Passengers	2,635
The Coupe, Four Passengers	2,735
The Club Sedan, Five Passengers	2,735
The Sedan, Seven Passengers	2,735
The Sedan-Limousine, Seven Passengers	2,835

The Packard Custom Eight

The improved Packard Custom Eight is offered in but one wheelbase—140 inches. Packard Custom models are more powerful, more smoothly flexible than ever before. The famous Packard straight-eight motor, with its nine bearing crankshaft, has been developed and improved to a new standard of performance. A wide range of choice in colors and upholstery is available in this fine and luxurious car.

Prices at Detroit

140-inch Wheelbase

The Runabout, Two Passengers	$3,175
The Phaeton, Five Passengers	3,175
The Coupe, Two Passengers	3,250
The Touring, Seven Passengers	3,275
The Convertible Coupe, Two Pass.	3,350
The Coupe, Four Passengers	3,750
The Club Sedan, Five Passengers	3,750
The Sedan, Seven Passengers	3,750
The Sedan-Limousine, Seven Pass.	3,850

The Packard De Luxe Eight

The new Packard De Luxe Eight has a chassis length of 145 inches and is the largest, roomiest and most perfectly appointed car Packard has ever produced—the *finest of all fine motor cars.* It is offered for those who desire the supreme degree of luxury in motor car transportation—and includes unlimited choice of color combinations and upholstery. Fittings conform to a new standard of motor car elegance.

Prices at Detroit

145-inch Wheelbase

The Runabout, Two Passengers	$4,585
The Phaeton, Five Passengers	4,585
The Touring, Seven Passengers	4,585
The Sport Phaeton, Five Passengers	4,935
The Coupe, Two Passengers	5,385
The Coupe, Five Passengers	5,735
The Club Sedan, Five Passengers	5,785
The Sedan, Seven Passengers	5,785
The Sedan-Limousine, Seven Pass.	5,985

Packard also provides to order, on the 145-inch chassis, the finest masterpieces of the world's most famous individual custom coach builders.

See these three lines of new Packard Eights at our show rooms. You can now enjoy the prestige and distinction of Packard Eight ownership with the exact car that suits your needs, in size, appointments and in price.



PACKARD WASHINGTON MOTOR CAR CO.

O. COOLICAN, President

Connecticut at S

Adams 6130

The GREATER HUDSON

To New Heights of Achievement

Led by the van of 1,000,000 Super-Six owners the reception to the Greater Hudson swells far above any previous high mark and surpasses the most opulent predictions made for this master Hudson creation.

To the hundreds of thousands whose tribute has been to Super-Six performance are now added hundreds of thousands who prize beauty equally with performance, quality and value.

For refinements of body design, finish and rich appointments comprise the most evident and many of the most important of its 64 outstanding improvements.

All the new models are larger, wider, roomier, providing greater leg and head room, and lounging freedom for occupants.

On the standard chassis nine models are offered ranging from $1095 to $1500 at factory; and on the long chassis five models range from $1850 to $2100 at factory.

You will add your endorsement when you see and ride in the Greater Hudson.

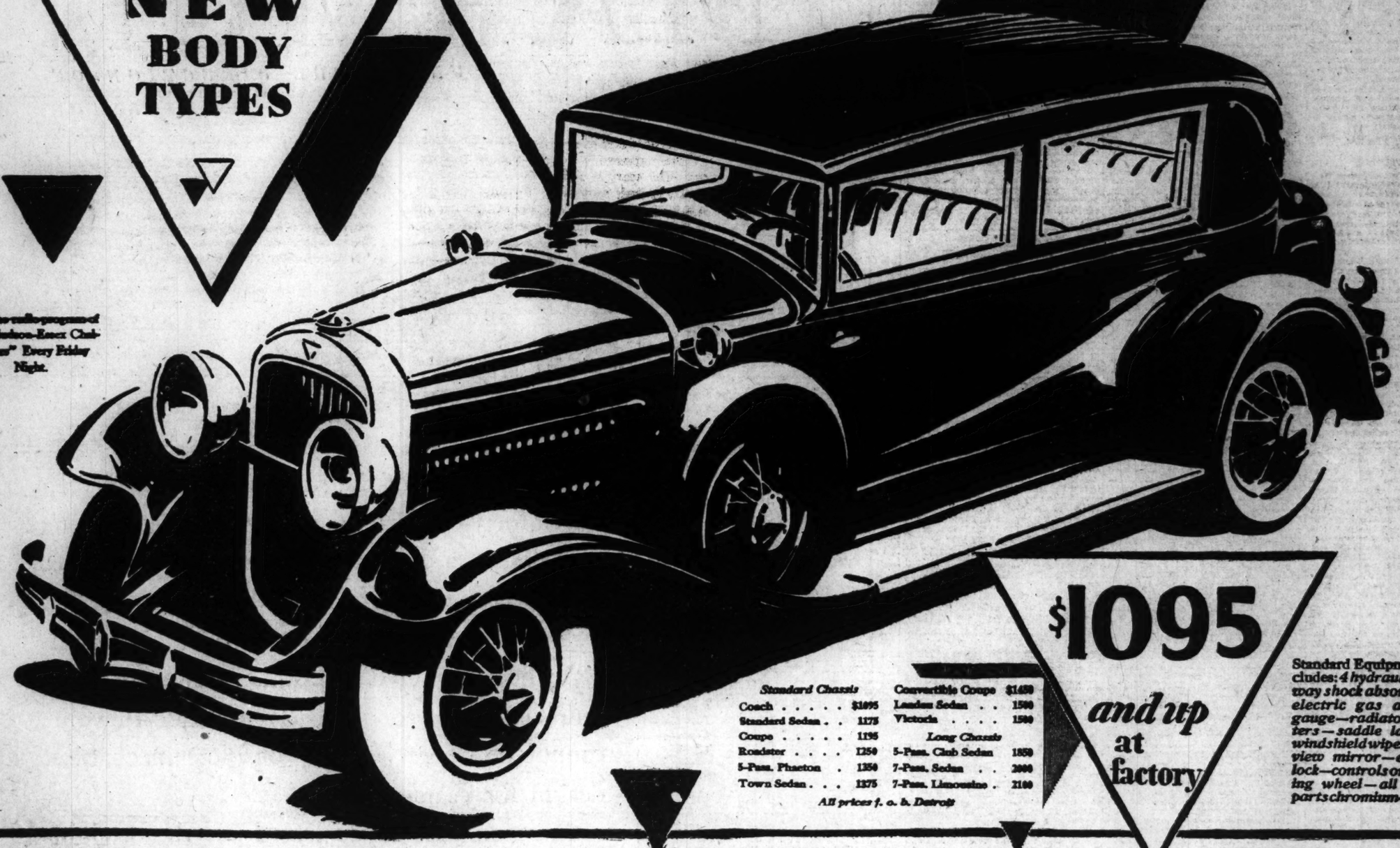
64 Improvements—14 Body Types—2 Chassis Lengths

Large, Fine, Roomy and Luxurious Bodies—92 Developed Horsepower—Above 80 Miles an Hour—70 Miles an Hour All Day—Greater Economy—New design double-action 4-wheel brakes unaffected by weather—4 Hydraulic two-way shock absorbers—Non-shattering Windshield—Easier riding, steering and control—The prices are more attractive than ever.

with

14 Distinguished NEW BODY TYPES

Hear the radio program of the "Hudson-Essex Club-lunges" Every Friday Night.



Standard Chassis		*Convertible Coupe*	$1450
Coach	$1095	Landau Sedan	1500
Standard Sedan	1175	Victoria	1500
Coupe	1195	*Long Chassis*	
Roadster	1250	5-Pass. Club Sedan	1850
5-Pass. Phaeton	1350	7-Pass. Sedan	2000
Town Sedan	1375	7-Pass. Limousine	2100

All prices f. o. b. Detroit

$1095 *and up at factory*

Standard Equipment includes: *4 hydraulic two-way shock absorbers—electric gas and oil gauge—radiator shutters—saddle lamps—windshield wiper—rear view mirror—electro-lock—controls on steering wheel—all bright parts chromium-plated*

LAMBERT-HUDSON MOTORS CO.

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MOTOR TRANSPORT SHOWING ADVANCES THROUGHOUT WORLD

Increased Use Evidenced by Expansion of American Export Business.

LLAMAS AND CAMELS REPLACED BY TRUCKS

Willys Also Cites the Use of Buses in Indo-China to Connect Railroads.

Proving itself to be a large factor in the upbuilding of prosperity and in the conservation of human energy, motor transportation everywhere throughout the world is taking an increasingly strong hold which bespeaks still greater developments in store during the immediately succeeding years.

That the year 1928 was an important one in this world-motorization process is shown by John N. Willys, chairman of the export committee of the National Automobile Chamber of Commerce. He presents figures indicating more than 810,000 motor vehicles were sent abroad. In 1927 the number was 643,262.

"The reasons for this steady rise in export sales are manifold," Mr. Willys declares." The motor vehicle is productive of increased efficiency and prosperity in every field of human activity. Wherever railroads are lacking in mountainous or sparsely populated countries the automobile is the logical method of transport for passengers and express matter.

Trucks Replace Llamas.

"Over the high passes of the Andes, and across the wastes of the Gobi and Syrian deserts, fleets of cars and trucks, on regular schedules are taking the place of the llama trains and lumbering camel caravans of the ancient trade routes. Even in Iceland, American automobiles have replaced horses and carry passengers and produce to and from the few towns. Ranch owners in Australia and Argentina, with enormous sheep and cattle ranges to supervise, find the automobile invaluable.

"A very important development is also the coordination of rail and motor transport, whereby railroads use motor trucks and buses as feeder lines into territory where it would be unprofitable to build or operate a railroad. In Mexico, where distances are great and population sparse, the railroads are increasing their scope inexpensively by use of motor routes, which open up for settlement and commercial development territory previously populated only by grazing cattle.

"Across the high plateau of Old Castile stretch routes of passenger bus lines, which bring to isolated communities an access to the outside world which they have never enjoyed before. For many hundreds of miles along the coast of French Indo-China trucks and buses follow a winding road through tropical swamps and jungles, to link up a railroad in the north with one in the south, and give access to the coast towns along the way.

Reasonable Tax Proposed.

"Another stimulus in motor transport in many countries is a growing realization by their governments that taxation of motor vehicles must be reasonable. A reasonable tax tends to make cars available to persons of lower purchasing power, and the aggregate use of motor vehicles becomes far greater than it would be under a system of high taxation. The nation as a whole prospers from the increased facilities for transport and communication thus created. The government revenues from the motor vehicle tax are also greater if large numbers of cars are in operation at a low tax per unit than if the automotive transportation is strangled by a high tax per unit, and correspondingly few cars are put in use. Governments abroad are showing appreciation of this need and are anxious to follow the example of the United States which received the enormous sum of $760,000,000 in revenues from motor vehicle taxation last year, owing to low limit taxation and the large registration of automobiles thus encouraged.

"In many parts of the world the chief obstacle to the spread of motor transport has been the lack of adequate road communications. Especially is this true in Central and South America, where much of the terrain is so rugged or tropical that highway construction and maintenance is extremely difficult and costly. Efforts are, however, being made to construct one link after another in the chain of communication which is gradually bringing the Latin-American countries closer together. In Colombia four great highways are being constructed, which will soon supplant the steep and tortuous mule trails crossing the high mountain passes from the Magdelena River to the Pacific and make Bogota readily accessible from the West Coast by motor transport. At the same time a motor highway is being completed to the Venezuelan frontier, whence a good motor road constructed by the Venezuelan government extends all the way to Caracas. Medellin is also securing a new outlet over its "highway to the sea" on the Gulf of Darien.

Argentina Plans Highways.

"Argentina is launching a $250,000,000 road building program. Brazil is pushing work on important projects for completion in time for the Pan-American Roads Congress at Rio de Janeiro next July. Panama has also begun work on a program of extensive road construction, which will open up the interior to economic development. Honduras, Costa Rica, and the other Central American republics are also launching road-building programs. As the chief obstacle to the sale of American cars in all of these countries has been the lack of good roads on which to drive them, our exports to Latin America should receive a marked impetus from this wholesale construction of highways.

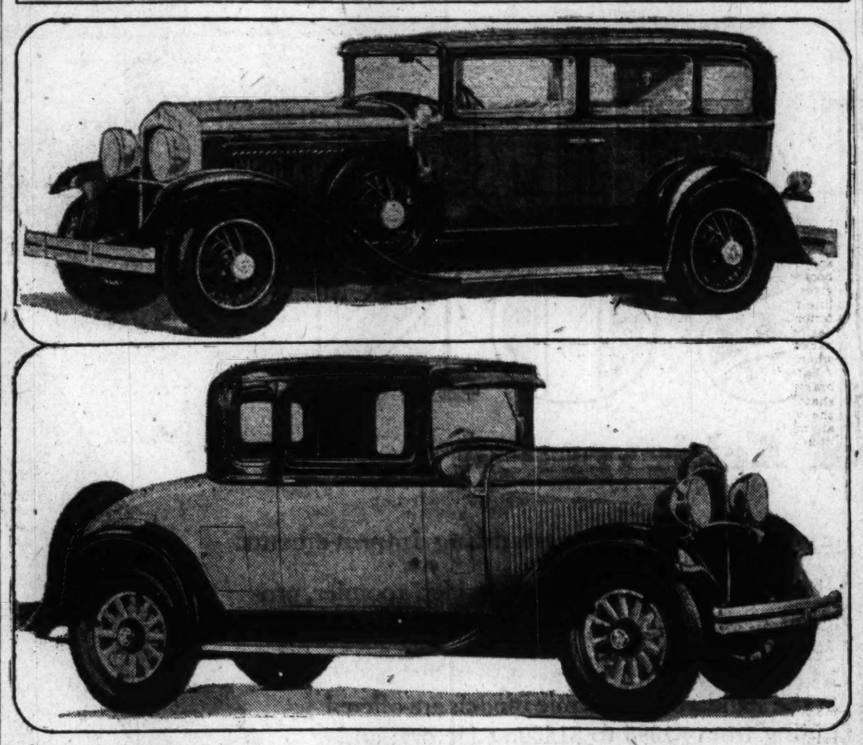
"Improved methods of financing have done much to promote the construction of highways in Europe. Modern practice in this regard tends toward the segregation of automotive revenues from the general budget of the country, and the assignment of them for interest and amortization of highway bonds. In this way, taxation need not be so high, and favorable results in increased road construction are obtained at once.

"Cechoslovakia, Hungary and Germany, among others, have recently enacted laws for the issue of highway bonds, so that all parts of their territory may be developed as quickly as possible.

"The sale of automobiles is being augmented in many foreign countries by the creation of automotive financing companies, which enabled the local dealers to offer prospective buyers the convenience of time payments. With this and other aids for American exports, it is confidently believed that more than 1,000,000 cars of American design will be the customary annual export quota for the United States motor car industry in the near future."

Opening of the Cuban Central Highway will provide motorists with a surfaced roadway through the entire length of the island.

DIFFERENT IN SIZE BUT EXACTLY ALIKE IN NAME



The Dodge Senior Sedan, pictured at the top, has assumed an entirely new form for the current year while the Dodge six coupe, below, is entirely a new car.

LOOKING OVER THE NEW CARS AS THEY PARADE IN REVIEW

CONTINUED FROM PAGE 2.

The new town car is the first chauffeur-driven Ford ever offered and has the first custom-made body in the Ford line. The passenger compartment, insuring privacy behind a glass partition back of the chauffeur's seat, provides room for three passengers. The car is trimmed in English bedford cord and equipped with arm rests and compartments for mirror, note book and other personal articles. Triplex, shatter-proof glass is used.

Franklin.

This year Franklin introduces a new line of high-compression air-cooled motor cars embracing a selection of body styles on three new chassis.

Model 130 is powered by a 3¼ by 4¾-inch six-cylinder motor of 236 cubic inches piston displacement. The two other models have a 3½ by 4¾-inch six-cylinder motor of 274 cubic inches piston displacement. Wheelbases are 120, 125 and 132 inches, respectively, for models 130, 135 and 137, all having the wider 58-inch tread.

About the air-cooled power plant are retained fundamental Franklin features, such as valve-in-head cylinders, case-hardened, seven-bearing, counterbalanced crankshaft, aluminum pistons and duralumin connecting rods, recirculating force-feed lubrication, forced-draft crankcase ventilation.

In both motors, valves are now automatically lubricated. A new device this year, the electric fuemer, replaces an electric primer. Gasoline flow is maintained by means of an AC fuel pump. On models 135 and 137, invar-strut pistons are used, and on model 130, long type pistons.

Internal expanding hydraulic four-wheel brakes are continued. Hand-brake lever is at the left in models 135 and 137 and at the right in model 130.

Bodies are mounted at four points only on all three chassis, and are roomier and longer, roof lower, belt higher.

Gardner.

For 1929 Gardner offers three new series of eights in three wheelbase lengths, sixteen body styles and fifty color combinations.

The new cars, divided into Series 120, 125 and 130, from the wheelbase lengths, have longer, deeper, narrower lines with a new contour of radiator.

Series 125 and 130 models have invar-strut aluminum pistons and duplex carburetion, with patented manifolding on all series. Other features are automatic lubrication, magnetic starter, chromium plating and triple-braced double-drop frame with low center of gravity.

Brakes are of the inclosed internal expanding Lockheed hydraulic type on all four wheels and emergency transmission brake with nickel-plated shift lever. Lovejoy shock absorbers with extra long controls are used. Springs are semielliptic.

Radiator is larger and longer, with cellular core and thermostatically controlled circulation. Running boards are of steel, with concealed screws on moldings.

There are over 50 standard color choices of exterior lacquer and 25 varieties of interior trim.

Graham-Paige.

An entirely new car is added to the Graham-Paige line this year. It is a straight eight of 123 horsepower, with wheelbase of 127 inches, known as Model 827. It is offered in five body types, a five-passenger four-door sedan, four-passenger coupe, two-passenger coupe with rumble seat, five-passenger sport phaeton with semicustom body, and two-passenger roadster with rumble seat.

The engine is of 3⅛-inch bore by 4½-inch stroke, having a piston displacement of 322 cubic inches. Sweeping one-piece crown fenders harmonize with roof and body lines.

Its chassis incorporates several features new to the Graham-Paige this year, such as Bijur system of centralized lubrication. Ignition is by means of Delco-Remy equipment, utilizing a double coil. Houdaille double-action shock absorbers are standard equipment.

A mechanical gasoline pump and a crankcase ventilator are other features.

The other cars in the line embody improvements in mechanism and appearance.

The outstanding mechanical feature, introduced last year, is the standard-shift four-speed transmission used in combination with a rear axle geared about 25 per cent higher than in the usual three-speed car. This transmission is present in all models except the smallest six.

On the two eights and the largest six, Bijura centralized chassis lubrication has been adopted. All models are equipped with hydraulic shock absorbers.

Hudson.

In the "Greater" Hudson—as the larger of the two cars built by the Hudson Motor Car Co. is now called—the two-chassis idea has been retained and elaborated. The standard chassis has a wheelbase of 122 inches, the long one of 139 inches. Although the two chassis carry different bodies, their salient mechanical features are the same.

The standard chassis has a wider variety of body choices, nine in number: Roadster, phaeton, coupe, convertible coupe, coach, victoria, standard sedan, town sedan and landau-sedan.

Available on the 139-inch chassis are five bodies: Four-passenger sport phaeton, seven-passenger phaeton, five passenger sport sedan, seven-passenger sedan and limousine.

The bodies of both chassis average 4 inches longer and 3½ inches wider than their immediate predecessors. The front seats of sedans and the driver's seat in the coach and victoria models may be adjusted 3½ inches forward or back by means of a screw at the seat base. This adjustment acts on a linkage which automatically changes the cushion tilt in conformity with whatever lengthwise position may be chosen for the seat.

The motor is the Hudson F-head engine, but better in performance and with greater horsepower, which has been increased from 80 to 91.

The 1929 Hudson is said to embody 64 improvements, among which are four two-way hydraulic shock absorbers, silenced roof construction, self-energizing brakes and all chromium plated bright work.

Hupmobile.

Sixteen models of eights and sixes comprise the Hupmobile line this year.

The new models aim at imparting unbroken body lines by concealing chassis and body parts, by the use of long, sweeping fenders, narrow corner pests, long narrow windows, and by extension of hood sill and front splash guards to cover front spring shackles.

The eight embraces nine separate models, all but two of which are constructed on a 120-inch chassis. These include four-door sedan, two-door sedan, four-passenger coupe, two-passenger cabriolet with rumble seat, seven-passenger phaeton, two-passenger Raulang sedan and sedan-limousine. The two last named, recently introduced, are constructed upon the 130-inch chassis.

The six models include four-passenger coupe, five-passenger sedan, two-door sedan, two-passenger cabriolet, seven-passenger phaeton, five-passenger phaeton and two-passenger sportster. In addition, the cabriolet is obtainable without the rumble seat.

La Salle.

La Salle's line includes eleven Fisher and two Fleetwood bodies on a wheelbase of 134 inches on all except three open models, which are 125 inches.

"Syncro-mesh" silent-shift transmission is employed on all models, whose equipment includes front and rear bumpers, dash type heat indicator, Lovejoy hydraulic shock absorbers, thermostatically controlled radiator shutters, chromium-plating on exterior nickel parts and tandem type windshield cleaner. All the cars of the line are powered by a V-type eight-cylinder engine of 328-cubic inch displacement.

Among the regular equipment of the various models are electric fuel gauge on dash, eight-day clock, light control on steering wheel hub, side cowl ventilators, adjustible foot rail, vanity set, smoking set with cigar lighter, dome light, quarter lights and wood wheels.

Lincoln.

While no new models have been brought out by Lincoln, two bodies are added to the line, and all cars are mounted on a new chassis. One of the new bodies is a town sedan, designed by Willoughby, and the other a berline, by Judkins. Other Lincolns on display are a sport phaeton, a four-passenger coupe and a limousine.

Improvement has been made in the braking system, now fully inclosed, and internal expanding on front and rear wheels. An independent emergency and parking brake is also inclosed in the rear wheel drum, thus giving six independent inclosed braking surfaces.

The outline of the radiator shell has been slightly altered, tending to conceal the edge of the hood. It now has the appearance of being narrower and deeper, although the radiator core has not been increased in size.

Steel spoke wheels, with drop center rims, appear on the new types. New rubber engine mountings for the rear motor support will also be standard equipment on all new cars.

Jordan.

Jordan is presenting two new lines of cars in a variety of color combinations and body types. Both new sixes and eights are larger, roomier and more powerful. Body lines have been materially changed, a double drop frame making them lower without sacrificing headroom.

The eight-cylinder line consists at present of a sedan and a coupe, and the six-cylinder line of a five-passenger sedan.

Both chassis are rubber insulated throughout, with a new steel and rubber spring shackle said to muffle road and tire noises. The Air Line eight motor has been retained, but horsepower has been increased to nearly 90 at 3,200 revolutions per minute. The six-cylinder power plant has been increased in size to take care of the increased wheelbase. Instrument board, interior fittings, radiator, fenders, headlamps, body lines and hood louvres have all been changed.

A new fuel pump, operated by the motor, keeps the gasoline under constant pressure. Diameter of headlamps on the new eight has been increased to twelve inches. They are of the Tilt-Ray type, chromium plated. Gas tank and frame ends have been covered with sheet metal.

Front seat in the sedan is not fastened to body sides, but can be moved forward or backward.

Marmon.

Two new bodies are added to each of Marmon's 68 and 78 series of straight eights. The two are streamlined, with a new effect obtained in the design of the top, where symmetry has been sought whether top is raised or lowered.

Aside from the two new body styles in each line, there are four 68 and four 78 models, including in each series a five-passenger sedan, four-passenger victoria coupe, two-passenger coupe and two-passenger speedster.

Various improvements have been introduced, especially as regards the appearance of both new series. There are new hood and radiator lines, horizontal louvres and chromium plating on exterior bright parts.

The motor in the new series 78, an overhead valve straight eight, continues with horsepower of 86, but the L-head straight eight motor in the 68 has been stepped up to 76 horsepower.

Moon.

Following an almost complete reorganization of the Moon Motor Car Co. and the formation of a Windsor Division of the Moon Co. to take over all eight-cylinder production, this division's first product is the "White Prince."

It is offered in two chassis, the 8-82, with a standard three-speed, and the 8-92 with a four-speed Warner Gear Hiflex transmission, both being on 125½-inch wheelbases. With the exception of resultant necesary propeller shaft changes, and the use of 18-inch wheels carrying 31 by 6.5 tires on the 92 and 19 inch wheels carrying 31 by 6 tires on the 82, the chassis are identical.

A number of individual features contribute to unusualness in the bodies. They are low-hung and long, the appearance of length further emphasized by long horizontal louvers and cheat lines, long sweeping fenders and molding treatment. The radiator shell is quite unusual. The shell itself is finished in lacquer of the same color as the hood, but two chrome-plated beadings run around the shell both at the front and at the rear edge.

A feature of particular interest is found in the roadster models, which instead of being supplied with side curtains are furnished with removable plate-glass sides in metal frames, carried back of the driver's seat when not in use. Bodies are of composite manufacture to Hibbard and Darrin designs.

Nash.

Sixteen color blendings in pastel shades characterize the Advanced, Special and Standard sixes in Nash's new "400" line.

The 1929 models, stronger, roomier, are quipped with new motors, uniting for the first time twin ignition, high compression, seven-bearing crankshaft, aluminum alloy pistons and the valve-in-head principle. All exterior work is chrome plated over nickel.

The three groups are offered with either "Royal" or "Regal" equipment. "Royal" includes six wheels, two mounted in specially designed fender wells and six tires, two tire covers and folding trunk rack. "Regal" equipment is the same, minus the trunk rack for models with built-in trunk.

Wire, disk or wood wheels are optional. Wood wheels, shown for the first time, are of twelve-spoke type, in natural color, with chrome-plated locking ring and hub flange.

Each chassis has a new, stronger double-drop frame, lowering the overall height and the center of gravity. Fenders are one-piece and radiators, with new name shields, are higher and narrower.

The Advanced Six, capable of 75 miles per hour, has double-action shock absorbers in the Nash "outboard" mounting.

Oakland.

Oakland's All-American Six line, recently introduced, offers seven body types, as follows: Four-door sedan, convertible cabriolet, coupe, sport roadster, sport phaeton and a new convertible cabriolet and landaulet sedan. The two last named are introduced in the Oakland line for the first time in the 1929 models.

Rear seat of all five-passenger styles has been made 2 inches wider without increasing the tread, and all closed models have adjustable driver's seat, movable backward or forward.

Built on a 117-inch wheelbase, the new power plant develops 68 horsepower at 3,000 revolutions per minute. Cylinder displacement is 228 cubic inches, increased from 212 cubic inches by enlarging the bore to 3¼ inches from 3⅛ inches. Stroke remains at 4½ inches. The engine is L-head type, with a compression ratio of 4.9 to 1.

Radiator has a grill front with a higher shell. On the hood is a new louvre grouping in four sets of five each. Side cowl ventilators operate by foot control, and instrument dials are finished in black with white figures.

Bodies are of composite steel and wood construction, with arched windows. Standard equipment includes four Lovejoy hydraulic shock absorbers and fitted spring covers.

Oldsmobile.

The Oldsmobile for 1929 embodies various improvements without radical changes.

The complete line, available in special and de luxe types, consists of seven standard models: Sedan, four-door sedan, two-door sedan, sport coupe, business coupe, sport roadster and sport phaeton.

The most apparent variation in the appearance of the cars is the addition of a heraldic crest on the radiator and removal of name plate to a chromium-plated bar connecting the larger headlamps, now supported by chromium-plated standards.

Other exterior changes include an advancement in design of the radiator shutters, a new cadet-type windshield visor designed to harmonize with the saddle on the hood and cowl, and changing of the roof finish from fabric to sheet metal lacquered in body colors.

Adjustable front seats are now included in all closed models, which are Fisher built.

Among mechanical improvements are increased horsepower, the high-compression engine, now developing 62; a new air cleaner and larger carburetor. The steering gear has also been redesigned. Connecting rods have been fully machined and rifle drilled, so that oil under pressure is injected through the rods to the piston pins.

Packard.

The Packard cars recently introduced composed the most complete line in the company's history. They are the standard eight, the custom eight and the de luxe eight.

The standard eight, built on wheelbases of 126 and 133 inches, is offered in ten different body models. Its motor is capable of developing 90 horsepower. Seats have been made deeper and a variety of color combinations is offered.

The custom eight, built in nine different body types, all on a wheelbase of

CONTINUED ON PAGE 11, COLUMN 2.

Vast Extent of Motor Industry Shown in 1928 Statistics

Cars and trucks produced	4,630,000
Cars	4,044,000
Trucks	586,000
Wholesale value of cars	$2,630,500,000
Tire production	78,000,000
Average retail price of cars	$876
Number of persons employed in motor vehicle and allied lines	4,110,000
Taxes on motor vehicles	$785,386,000
Motor vehicles registered in United States	24,750,000
World's registration of motor vehicles	31,725,000
Miles of surfaced highways	615,000
Total miles of United States highways	3,013,584
Number of carloads of automotive freight shipped over railroads	3,600,000
Gasoline consumed by motor vehicles (gallons)	10,860,000,000
Motor oil consumption (gallons)	434,000,000
Motor trucks in use	3,120,000
Motor buses in use	92,000
Number of cars sold outside United States	810,000
Value of vehicles and parts sold outside United States	$680,600,000
Number of vehicles imported	520
Total car and truck dealers	53,700
Public garages	51,600
Service stations and repair shops	95,400
Supply stores	79,100
Gasoline filling stations	317,000
Gasoline pumps in use	804,000

Hawkins NASH

Still "conveniently located on 14th street" and the same set slogan of "Satisfaction Plus" from smiling sales and service men.

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Decatur 3320

MARMON

UNDER THE DIRECTION OF C. M. WILLIAMS



This is the year of the straight-eight. Nineteen out of forty-one manufacturers are already in the field. The trend is even more sweeping, it seems, than was the change from the four to the six.

You'll want your next car to be a straight-eight because (1) It's smoother, more alert, far more effortless to drive (2) Its trade-in value cannot be depreciated by obsolete mechanical design for years to come.

Marmon has concentrated on the straight-eight for more than two years, and now offers two remarkable new straight-eights—one as low as $1465. Your inspection is invited.



G. M. Williams, President Marmon Motor Car Company, under whose direction this company was first to bring the straight-eight into the moderate price field.

$1465 AT FACTORY

Marmon Prices—New Series 68, $1465. New Series 78, $1965. Prices at factory. De luxe equipment extra. Inquire about the convenient time-payment plan.

MARMON MOTORS, INC.

A. C. MOSES, President

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Dealers and Service at all Important Points

HIGHWAY BUILDING CLOSELY FOLLOWS TRAFFIC INCREASE

U. S. Has Half of World's Road Mileage; Cost in Decade, $10,000,000,000.

AUTOISTS LARGE FACTOR IN FINANCING PROGRAM

Public Still Demanding New and Better Arteries, As It Did Years Ago.

With automobile production at record levels, induced by an unparalleled public interest in motoring and touring, the highway construction program of the United States during 1928 made a strong effort to keep pace with the constantly more insistent demand for greater and better road mileage.

Surfaced highways totaling 50,000 miles were added to the amount available to motorists during the last year. This country today has 630,000 miles of road with some sort of surfacing material and another 500,000 miles of road which have been graded and drained. Approximately one-sixth of the total of 3,000,000 miles of road in the United States is open for service by automobile owners.

These facts are emphasized by Roy D. Chapin, chairman of the highways committee of the National Automobile Chamber of Commerce, who says that while our mileage of passable roads is four times the railroad mileage of the country, yet the demand for new highway improvement seems as urgent today as it was a decade ago.

Highway Development Rapid.

"Perhaps the most remarkable phase of highway development has been the rapidity of its growth within the past nine years," Mr. Chapin points out. "In less than a decade the public has voted virtually $10,000,000,000 to the construction and maintenance of roads, or enough to defray our cost of the World War, excluding foreign loans.

"This sum has been used to almost double the 387,000 miles which were reported as improved at the close of 1921 as well as to provide for the maintenance of roads already in service.

"There has never been a public works improvement in the world's history which has even remotely approached this expenditure of public funds, yet it is a striking tribute to the integrity of our engineers that the task has been accomplished almost without a whisper of scandal attached to even the smallest part of it.

Autoists Pay Large Part.

"Another notable feature of the improvement has been the comparative ease with which it has been financed. Normally an operation of this magnitude might be expected to result in a severe dislocation of related industries and money markets. However, by a gradual introduction of reasonable taxes imposed upon motor vehicle users, the payments from this source have grown until today the user pays one-third of the costs in direct gasoline and license taxes, in addition to the usual general taxes which he pays in common with other taxpayers.

"During this process the general public has continued to devote 11 cents of its tax dollar to highway purposes with the net result that the road program has been markedly expedited. Meanwhile the offset of lowered transportation costs and increased realty valuations have acted together to make the whole operation one which has netted actual returns instead of added costs to the payers.

Expenditures Still Increasing.

"That these facts have won general public recognition is significantly attested to by the fact that the trend is in the direction of increased expenditures in order that the work may be completed as rapidly as possible.

"During the past year, four States—Louisiana, Iowa, West Virginia and Missouri—voted a total of $240,000,000 in highway bond issues to facilitate completion of their main State systems while similar projects are now under discussion in a number of other States.

"There is an urgent demand for increased funds for road improvement in the public land States as reflected by bills now before Congress, while many proposals have been submitted for increased funds for improvements of rural roads.

"Federal appropriations in the future, must be increased if even the present level of appropriations is to be maintained, since surplus funds of past years have been exhausted. There is every evidence of a wide public support for generous increases not solely to build miles of road, but because of the great influence exerted by the Bureau of Public Roads in bringing road standards to higher levels.

Texas Has Most Mileage.

"Many interesting side lights are contained in the records of the Bureau of Public Roads bearing upon roads.

"Texas, for example, is shown as the State with the largest mileage of highways, the Lone Star Commonwealth having 188,000 miles of roads within its borders.

"New York has more high-type highways than any other State, with 11,000 miles of hard-surfaced roads. Illinois leads in cement pavements with 6,000 miles, while Indiana has the largest mileage of all types of hard-surfaced roads.

"Maryland and Delaware are the only two States in the country which have thus far completed initial improvement of all of the roads in their State systems, although other States are not far behind.

Half World's Roads in U. S.

"The total highway mileage of the world as shown by the figures developed by the Department of Commerce is 6,500,000, of which virtually one-half is in this country. Of the improved roads, far more than half are in the United States.

"While improvement has progressed far more rapidly here than abroad, due to the more rapid adoption of motor transport, the United States will be harder pressed to maintain its leadership in the next decade, as reports from all parts of the world indicate that everywhere there is now the same urgent demand for roads that has faced our engineers in the past.

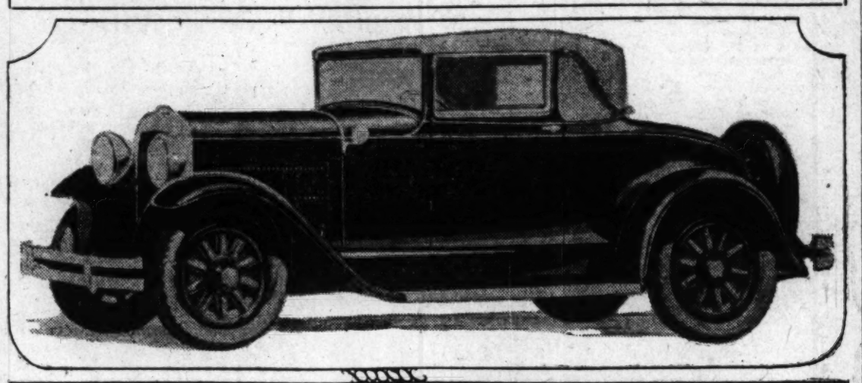
"The second Pan-American Congress of Highways at Rio in 1929 and the assembly of engineers from all parts of the world as delegates to the International Road Congress here in 1930 will do much to stimulate world interest in sound highway improvement."

Engines Speeded Up By Vacuum Boosters

Vacuum boosters may sound as if they belonged to the sphere of radio. However, they are getting a good play in motordom by those car owners who want to assure the engine a plentiful supply of fuel at high speeds.

The low manifold vacuum on some cars requires a boost for engine efficiency at high speed. It gets a 400 per cent increase from some of the devices of this character.

HANGING TOGETHER ON ONE FAMED FAMILY TREE





The Essex coupe, at the top, and the Hudson sedan, illustrated below, have been markedly redesigned since their appearance at last year's automobile show.

LOOKING OVER THE NEW CARS AS THEY PARADE IN REVIEW

CONTINUED FROM PAGE 10.

140 inches, is powered with an engine developing 105 horsepower.

The de luxe eight, introduced last month and limited in production, is one of the largest cars built, having a wheelbase of 145½ inches. It has nine stock models in addition to such custom-built bodies as may be ordered by individual purchasers.

Common to all of these models is the Packard shock-absorbing system, consisting of a number of devices designed to eliminate road shocks. This system is said to do away with front wheel "shimmy" and steering wheel "whip." Two-way hydraulic shock absorbers are employed.

Chromium plating is used throughout the entire line and each car has a built-in radiator screen. Upholstery may be had in a wide variety of fabrics and colors.

Peerless.

A new, low-priced six is shown to the public for the first time in the Peerless exhibit. The new car, whose price will be announced in the course of the week, is to be known as the Six-61.

The motor, with a heavy seven-bearing crankshaft, bore and stroke of 3⅜ by 4 inches, and displacement of 214.7 cubic inches, is rated by N. A. C. C. standards at 27.34 horsepower. It is mounted in the frame on four rubber insulation pads and has a cylinder head of the new high turbulence type and Bohnalite pistons.

Steering wheel is of the new composition rubber type. Lovejoy hydraulic shock absorbers are used all around.

Radiators, headlights and cowl bead are chromium plated. Fenders are wide and full crown with long, low, sweeping lines. A feature is the horizontal design of the louvres in the hood, running almost the entire length.

Two sedan models and a roadster are being shown. All are unusually long for a low-priced car, and have roomy interiors. Bodies are finished in dust-proof, weather-proof lacquer in a variety of colors.

The sedan body, of the composite type, has a wide molding along the body sides dividing into a double molding at the back of the car. Doors are wide.

Pierce-Arrow.

This company enters the eight-cylinder field with two new series of cars, one comprising eight body types mounted on a 133-inch chassis, and the other, five styles on a wheelbase of 143 inches.

The new cars are longer and lower, yet provide more headroom with wider doors. Shoulder width is said to be greater than that of any other American car. The frame is heavier, supporting a high-compression engine capable of developing 125 horsepower. The top of the chassis frame has been lowered to 19½ inches from the ground, providing for a lower center of gravity.

Double carburetion, duplex ignition and dual manifolding are employed. Four-wheel brakes are of the internal expanding type, and the steering gear of the hour-glass type which may be manipulated with the finger tips. Springs are longer, with ball-bearing shackles and Houdaille shock absorbers.

The deep, narrow radiator is chromium plated and glass is nonshatterable throughout. The various models come in many new colors.

The eight cars of the 133-inch wheelbase group are sport phaeton, roadster with rumble seat, club brougham with trunk, five and seven passenger sedans, club sedan with trunk, coupe with rumble seat and inclosed-drive limousine.

In the 143-inch custom group, the five body styles are touring, convertible coupe with rumble seat, sedan, town car and inclosed-drive limousine.

Plymouth.

The Chrysler-built Plymouth cars, introduced last July, conform in appearance with the other Chrysler models.

The Plymouth is built in six body styles—coupe, two and four door sedans, de luxe coupe, roadster and phaeton.

The line is characterized by slender profile radiator shell, bowl-shaped headlights, and internal expanding hydraulic four-wheel brakes.

Other features include a 45 horsepower "silver dome" engine mounted on rubber; frame tied together by four cross supports; new-type, self-adjusting spring shackles, force feed lubrication; special manifolding; small wheels; automatic windshield wiper; new-type shock absorbing spring compensators and impulse neutralizer.

Pontiac.

A new line of "Big" Pontiac Sixes is presented for the first time.

The seven models are a four-door sedan, two-door sedan, sport roadster with folding rumble seat, sport phaeton coupe, landaulet-sedan with folding top over the rear quarter section, and a convertible cabriolet with rumble seat.

Various improvements have been embodied in the new chassis, including a more powerful engine, developing 87 horsepower; addition of a harmonic balancer and counterbalanced crankshaft; larger valves, manifold and carburetor; sturdier rear axle, redesigned transmission assembly and new Hotchkiss drive with two universal joints.

The bodies, by Fisher, are wider and longer, with concave belt molding starting at the cowl and making a complete circle.

The closed bodies all have adjustable driver's seat, sun visor of all-metal construction, tilting beam headlights foot-controlled, ebony-finish instrument panel and steering wheel, elliptical windows in rear.

Springs have been widened to two inches, their length front and rear is 90 inches, more than 80 per cent of the wheelbase of 110 inches.

Wheels are low, ten-spoke. Special equipment of six wire or demountable wood wheels and tires is extra. Four Lovejoy hydraulic shock absorbers, front bumpers and rear fender guards are regular equipment, also at extra cost.

Brakes are mechanical, internal expanding on all four wheels, and operate on 11-inch drums.

Reo.

The models of Reo Flying Cloud—the Mate—are a standard sedan painted in chico, a light brown, and a sport coupe painted in maroon and robin red.

The three models of Reo Flying Cloud—the Master—include:

A sport sedan, painted in bayberry green and mermaid gray, and trimmed in figured green broadcloth. The wheels are Ilama cream and the fenders black.

A two-passenger sport coupe, the body painted in maroon and black, with a wicker belt. There are six wire wheels, the spares being carried in fender wells. The wheels are Ilama cream and the fenders black.

A semisport brougham, painted in two tones of blue, radio blue below the belt and delta blue above. The upholstery is of rich blue mohair. The five wire wheels are Ilama cream and the fenders black.

Both the Master and the Mate are six-cylinder cars and both are fitted with internal expanding hydraulic four-wheel brakes.

The new 1929 Reo Flying Cloud—the Mate—has a high compression L-head motor, with a compression ratio of 5.5 to 1. This engine is six-cylinder, 3⅜-inch bore and 4-inch stroke, developing 60 h. p. at 2,800 r. p. m. The piston displacement is 214.7 cubic inches. Engine, single plate clutch and gear set form a unit power plant. The engine is mounted front and rear on rubber spools, which absorb the shock between the motor and the frame of the car.

Stearns-Knight.

Stearns-Knight presents a complete line of six and eight cylinder models. The company's 1929 models are on a wheelbase ranging from 126 to 145 inches.

The bodies of the six cylinder Stearns-Knight cars are strikingly low in outline, a note consistent with the most recent developments of the body building and chasis designing art.

In the mechanical details of the chasis, the use of a worm drive rear axle has aided in decreasing noises. Throughout the body every detail of construction which would help to eliminate body noises has been worked out in order that the utmost silence in operation may be obtained. Wheelbases of the six-cylinder models range from 126 to 134 inches.

The engine in this car is the straight-eight type. The front seat comfortably seats three and the hand brake has been moved forward to permit easy entrance and exit. The wheelbases of these models range from 137 to 145 inches. Models offered in the de luxe eight-cylinder are the roadster, five-passenger sedan, two-passenger coupe, seven-passenger sedan.

Studebaker.

This line includes a new Commander Eight, a new President Eight, an improved Commander Six and Dictator.

Bodies are longer, lower and roomier, center of gravity lower. Rear seats are wider, rear tread being increased to 59 inches on the President and 58 on the Commander. Upholstery fabrics are mohair, broadcloth or Bedford cord, with genuine leather in the open cars. The broughams have folding arm rest in the center of the rear seat.

In addition to adjustable seats, there are adjustable brake and clutch pedals, adjustable steering column, and a new treadle type accelerator. Windshield is of nonshatterable glass. Radiator, headlamps, cowl beading, bumpers and hub caps are chromium plated.

The President, in two series with longer wheelbases of 125 and 135 inches, has a new 115-horsepower motor.

It has been improved with greater horsepower, new duplex carburetion and downdraft manifolding, with stronger frame and chassis. Larger brakes are fitted with improved type of control. It has double-acting hydraulic shock absorbers, front and rear, and patented ball-bearing spring shackles. Bore and stroke remain 3½ by 4⅝ inches.

The Commander Eight and Six, on chassis of 120-inch wheelbase, develop, respectively, 80 and 75 horsepower from bore and stroke of 3⅛ by 4¼ inches and 3⅜ by 4⅝ inches.

Stutz.

Thirty-two models are offered in the improved Stutz line. Two chassis are used, one with a wheel-base of 134½ inches and the other of 145 inches.

The most important improvements include a transmission of four forward speeds with two silent gears, vacuum booster and brake installation that gives quicker deceleration, a new gasoline pump, chromium plating of all exterior metal parts and the "Noback," a device that automatically prevents backward motion of the car except when the gears are in reverse position.

Safety features, besides the "Noback" braking device, include the use of nonshattering glass, of triplex make, in the windshields, doors and windows of all models and the adoption of Ryanlites, which are said to throw a strong beam down the highway without blinding the approaching driver.

Willys-Knight.

Two new lines of Willys-Knight cars are introduced at the show. They are featured by greater power, more room and "finger-tip" control.

The Willys-Knight Six includes four-door sedan, coach, coupe, roadster and touring car. The Great Six line includes sedan, six-passenger coupe and roadster.

The smaller Six line is powered with a six-cylinder sleeve-valve engine of 53 horsepower, with a bore and stroke of 2 15-16 by 4¾ inches. The new models are less in weight than their predecessors, with rear axle gear ratio reduced from 5.11 to 4.8. The 1¾-inch propeller shaft has been lengthened to accommodate the wheelbase of 112½ inches.

All models of the Six are equipped with large mechanical type four-wheel brakes, 12 inches all around, as well as with "finger-tip" control, now universally used on Willys-Overland products. A button in the center of the steering post controls all functions of starting the motor, manipulating the lights and sounding the horn without changing driving position.

The Greater Six is new throughout, although retaining the basic characteristics of the former Greater Six. Power plant has a bore of 3⅜ and stroke of 4¾ inches, with 225 cubic inches piston displacement.

Frame is of the double drop type, drop being 1½ inches, while the difference in width of the frame at the front and rear axle amounts to twenty inches. Chassis is equipped with one-shot lubricating system.

Whippet.

The Whippet fours and sixes recently introduced are speedier, longer and roomier than hitherto, though the fundamental principles of original Whippet construction and mechanism are retained.

Various refinements have been incorporated in the Whippet four engine. Stroke has been increased by three-eighth inch and the compression ratio has also been increased, bringing it down to 18.6 per cent. New manifold and larger intake valve also add power and torque to the motor.

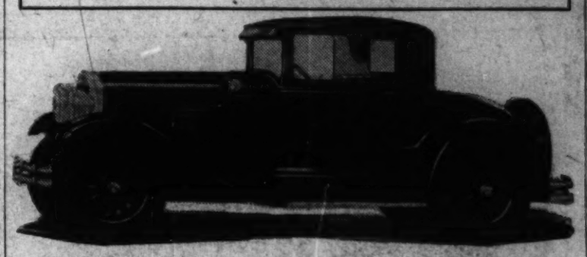
While the average maximum horsepower of the former Whippet engine was 33, the improved engine in the new car has an average maximum horsepower of 40.

No material change has been made in the Whippet six engine other than to increase the compression ratio which increases the horsepower to 50.

Steering mechanism has been completely redesigned. "Finger-tip" control is employed, enabling the driver to start the motor, operate the lighting system and sound the horn by manipulation of a button on the steering wheel. All cars have mechanical four-wheel brakes.

Reports of the Department of Commerce reveal that everywhere throughout the world extensive road-building programs are in effect.

REFLECTING MODE OF THE MOMENT



Chandler's line of sixes and eights involves a number of basic changes. This is the 65 coupe.

Breaking In of Tires Has Its Advantages

It may seem reasonable that the engine should be broken in carefully but the average motorist never would think of breaking in the tires. However, there is some merit in the idea. If a new tire is purchased, instead of putting it on the spare rim put it into service right away.

It will make the tire more pliable in case it ever has to be removed from the rim and, further than this, the discoloration the tire acquires will help protect it from the sun's rays.

EXPLAINING THE THEORY

When engine power is applied to the front wheels of automobiles, and momentarily we come nearer to the first "stock" instance of it, worm drive may come into wider use on passenger cars. Many who have studied front drive believe that one of its disadvantages is greater noise in the gears. It is their conviction that this can be diminished by the substitution of worm for spiral-bevel final drive.

It takes a greater amount of gasoline to drive an automobile at high speed. Everyone knows that. But just how much? A recent test that at a throttle setting of three-eighths open which drove a six cylinder car at 25 miles an hour, showed the rate of fuel consumption was 25 miles per gallon. Opening the throttle the other five-eighths to reach a speed of 60 miles an hour caused the gasoline consumption to drop to 13 miles per gallon.

INSTALLMENT BUYING OF CARS STABILIZED

Plans Are Shown to Be Useful Method in Financing of Purchases.

NET LOSSES ARE SMALL

With more than half of all the motor cars sold now being purchased on the installment plan, that system has become thoroughly accepted and stabilized as a useful modern method of financing.

While until about two years ago there existed a more or less "sentimental" opposition to the system, it is pointed out by C. C. Cooper, president of the General Motors Acceptance Corporation, that today "study of the plan has dispelled the fears formerly expressed and 1928 saw the passing of the last of the critics."

Consumer credit, says Mr. Cooper, is simply a refinement of age-old credit principles. It is based, as is all other forms of credit, on the honesty and integrity of the individual. We have only to guard against merchandising mistakes and the purchaser who unwisely undertakes a transaction he is unable to carry to avoid the greater part of losses experienced. These mistakes are quickly adjusted as they develop. It is significant that the retail dealers are cooperating as never before to avoid abuse or misuse of the system, realizing that a credit sale which is not wise in the first instance does not become better as time goes on.

Credit merchandising, Mr. Cooper shows, is not built upon any fine detective skill of credit experts so much as upon the broad axiom that the overwhelming majority of people are honest and intend to do right. The modern credit attitude aims more to avoid the mistakes of overoptimism than the dangers of dishonest people.

Mr. Cooper points to the fact that the net losses from credit sales of automobiles are practically negligible when related to the large volume of business and the economic advantages to the public and industry.

There are 560,000 miles of surfaced roads in the United States today, while the total of all mileage is 3,000,000.

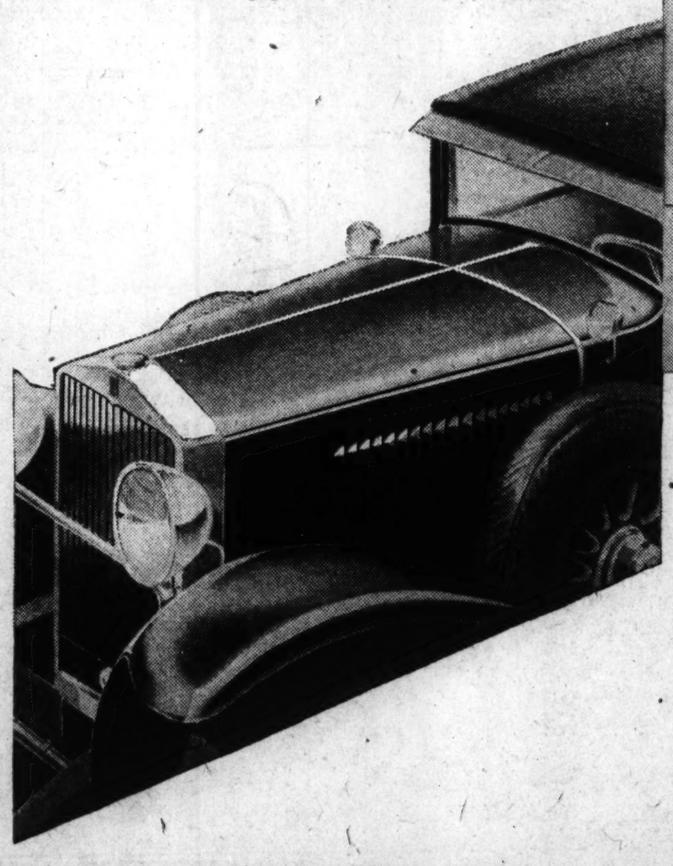


WHO MADE IT THE MODE?

HE DID ... and SHE DID but for different reasons

For years, he had thought of HUPMOBILE as a MAN'S car. Good looking, yes. But its specialty was mileage. Swifter, sweeter mileage. Tireless and endless motor car efficiency ... That was *his* idea of a HUPMOBILE. A car to accept every challenge of the road, for power, for speed and for endurance, without turning a hair. A car with the loins and sinews and heart of a champion. A MAN'S car. But along came HUPMOBILE with two new cars. The Century Six and the Century Eight. HUPMOBILE mettle was blended with a new-day mode. Stamina was clothed with style. The Viking became a fashion plate. And his car became HER car, too. Both sides of the family now voted as one, in motor car preference.

N. B. ... His car ... for its deeds. Her car ... for its dash. That discloses the reason why these New Hupmobile Century cars have won a popular landslide. In both the Century Six and the Century Eight, there are 49 new body and equipment combinations, standard and custom. The Century Six, $1345 to $1645. The Century Eight, $1825 to $2625. All prices F. O. B. factory. Equipment, other than standard, extra.



EVENING WRAP BY MOLYNEUX ... CAR BY HUPMOBILE

THE NEW Hupmobile

CENTURY SIX AND EIGHT

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Bell Haven Garage
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Hawkins NASH

Still "conveniently located on 14th street" *and the same set slogan of* "Satisfaction Plus" *from smiling sales and service men.*

1529 14th St. N.W.
Decatur 3320

PRODUCTION RECORD SET FOR TIRES WITH 75,000,000 IN 1928

Rapid Gains Made After Loss of $50,000,000 by Break in Crude Rubber Price.

DISASTER LAID TO BRITAIN ABANDONING LIMITATIONS

American Manufacturers Now Seek by Cooperation to Improve Output.

Along with other branches of the automotive world, the tire industry set new records for itself last year. But the remarkable achievements which are confidently expected to set 1928 apart from others in automotive history were not gained without a struggle. In fact, during the first six months of the year the struggle was uneven, and with the tire industry most disadvantageously placed.

It is the contention of Jerome T. Shaw, editor of Tires Magazine, that the first half of the year witnessed a set-back almost as disastrous as the depression of 1920. The last half, he shows, brought about a firm reversal of the opening trend, with the result that 1928 ended with the industry in a generally strong position.

That two factors were primarily responsible for the year's inauspicious start, is pointed out by Shaw in an article in the New York Times. One, he says, was the break in crude rubber prices following announcement by the British government of its intention to abandon the Stevenson rubber restriction act in November, a market decline that, it is estimated, cost the rubber industry well over $50,000,000. A dormant retail tire market representative of conditions in all parts of the country was the other reason for discouragement in the industry during the first half of the year.

Production Speeded Up.

"The final half of 1928 saw a complete change in the situation," Shaw goes on to say. "Inventory losses were behind the manufacturers and a record-breaking production mark was necessary to meet the demand for tires from the retail field. It is not expected that all the tire factories completed the year with profits, but if the financial statement of one of the leading companies covering the year ended last October can be taken as a criterion, the industry was exceptionally successful in extricating itself from a delicate financial position.

"Both from a manufacturing and retail standpoint, the low selling price of the finished product resulted in a great curtailment of net profits in spite of the startling record established in unit sales. More tires were made and sold last year than in any twelve months period, but profits were far from being satisfactory, particularly in the retail branch of the business.

"When the final official statistics for the year are tabulated, it is expected that even the most optimistic tire production expectations of the manufacturers will be more than realized. In 1927 the output of pneumatic tires was 64,000,000, and it was expected that last year a total of 72,000,000 would be attained. Indications now point to the record production of 75,000,000 pneumatic tires of all sizes and types being established for 1928. The output for the first ten months, based on the records of the Rubber Association of America, totaled more than 66,000,000 units.

Earlier Figures Compared.

"Fifteen years ago the tire manufacturers rejoiced when the output for the year reached the 8,000,000 mark, and ten years ago, when the production amounted to about 25,000,000 the industry was believed to have reached its peak. Each year following, however, brought surprising and substantial advances in the number of tires turned out at the factories, with the production of 1921 totaling 29,000,000, that of 1922 being 40,000,000, 1923 reaching the 45,000,000 point, 1924 bringing the total to 51,500,000, 1925 stretching it to 60,600,000, and 1926 finishing with an output mark of 61,500,000.

"Since 1921 this remarkable production record has been made in the face of a gradual but constant reduction in the number of operating tire factories. In 1921 there were 183 tire manufacturing concerns, some of which operated more than one plant, and in 1924 this number was reduced to 125. Last year 48 companies, 13 of which were subsidiaries of larger organizations and did not have their own manufacturing plants, produced about 95 per cent of the output of the industry, and it is estimated that about 20 manufacturers shared in the remaining 5 per cent.

Higher Quality Achieved.

"Constant development of more efficient manufacturing processes, the adoption of machinery to replace time-taking hand labor and the perfection of chemical compounds have all served to permit the industry to produce a greater number of a higher quality of tires year after year. The economies effected in manufacturing processes, however, have always been more or less offset by merchandising practices that were not conducive to profitable operation. Competition has been particularly keen and has brought about sales practices that could not be recognized as elevating. These practices disturbed both the manufacturers and the thousands of dealers throughout the country.

"In an effort to bring about a reform in the selling division of the industry the rubber manufacturers last summer organized the Rubber Institute, Inc., and selected Gen. Lincoln C. Andrews, former Assistant Secretary of the United States Treasury, in charge of prohibition enforcement, to serve as its director general. It was hoped Gen. Andrews would wield the same influence in the rubber industry as does Judge Landis in the baseball world and Will Hays in the moving picture industry.

"Under Gen. Andrews' direction the institute aims to promote in the industry a mutual confidence and a high standard of business ethics; to eliminate trade abuses; to promote sound economic business customs and practices; to foster wholesome competition; to provide ultimately for individual efficient business management operating independently an opportunity to do business with an adequate return, and thus generally to promote the service of the industry to public welfare.

Guarantees Revised

"One of the first accomplishments of the institute was to effect a revision of the standard warranty under which tires are sold, so that now a tire is passed on to the car owner with a guarantee covering material and workmanship for its life. Previously tires were guaranteed by standard manufacturers for a period of 90 days after they had been placed in service, and as a result of this limitation smaller manufacturers, mail order concerns and individual dealers were confusing the public through the offer of definite mileages or time guarantees. The institute, in its effort to bring about a stabilization of prices and sales methods in the industry, is receiving the support of the majority of tire manufacturers.

"Gen. Andrews holds an optimistic view of present conditions in the industry and the outlook for the future. In reviewing the development of last year, he says:

"'For the first time since 1922 manufacturers are able to plan their future on the basis of material costs, responding to the law of supply and demand. The price of crude rubber has remained quite stable since last spring, and both manufacturers and consumers are benefiting thereby. The rubber industry is in better position today than ever before in its history to render a sound service to its public, both in respect to the quality of its product and the prices at which it may sell and still maintain that quality.'

Expansion Predicted.

"'It is also fair to assume that, as crude rubber costs are maintained at a reasonable level, the industry will expand further and further into the field of new uses for rubber, to the advantage of the public as well as of the manufacturers.

"'Not only has the increased activity in the automobile manufacturing field increased in the primary market for tire manufacturers, but the increased quality and attractiveness of cars, as well as their cheapness, are so increasing their use that the tire manufacturer is also profiting from the increased sale of replacement tires and is thus justified on both counts in looking forward with optimism to the 1929 output.

"'The last year has seen substantial increases in the expert business also. The rapidly growing use of motor cars in foreign countries and the promotion and sale of American automobiles in these markets are automatically building up a demand for our tires and other products. The export field has not only an immediate but a potential value, and the American rubber industry has not been slow to recognize this and to take the aggressive steps necessary to build up its foreign business. Close cooperation with the Federal Bureau of Foreign and Domestic Commerce has been maintained by the industry for many years and is largely instrumental in the significant increase in foreign business.

Cooperation Established.

"'While the rubber association continues its effective statistical and constructive work for the rubber industry, the newly organized institute is furnishing an instrumentality through which the manufacturers may cooperate with one another and with the Government in solving the problems of distribution and merchandising, with a view to the elimination of wastes and of destructive methods, and to the stabilization of merchandising on a basis to afford an opportunity for the efficient independent manufacturer to do business at a profit, to the advantage of his customers and his stockholders.'

"Just as profits in the tire industry were assured in 1927 by the stable price of rubber, so were they disturbed in 1928 by the drop of close to 50 per cent in the spring because of the announcement of the abandonment of the British crude rubber export restriction scheme, effective November 1. During 1927 the price of rubber in New York ranged from a low of 33 cents a pound in September to a high of 41¾ in March, with 41 cents being registered at the close of the year.

"Last year opened with rubber selling in the neighborhood of 41 cents, but when on February 9 Premier Baldwin announced the committee on research had been asked to determine the effects of the Stevenson act in restricting rubber exports and to decide whether the restriction should be continued, modified or removed, a reaction in prices immediately set in. By the end of February rubber was quoted at 29½ cents, and when, on April 4, Premier Baldwin decided to withdraw the restrictions the following fall, rubber took a more decided drop uptil the end of the year the market fluctuated between 17 cents and 20 cents, with December prices being about 18 cents.

Millions Lost by Cut.

"When it is understood that with each drop of 10 cents in the market price of rubber, the industry takes a loss of more than $10,000,000 in inventory value, the position of the tire manufacturers following the decline from 41 cents to 17 cents will be appreciated.

"During its life, the Stevenson act, made effective November 1, 1922, and designed to restrict exportation of rubber from British Malaya and Ceylon so that prices could be stabilized between 30 and 36 cents a pound, seriously disturbed the American manufacturers only during a portion of one year.

"That was in 1925, when rubber prices went soaring to a momentary peak of $1.21 a pound and tire prices reached the highest level in years. A rapid price decline followed and played havoc with the tire business. The uncertainty of the rubber market, brought about by 1925 developments, resulted in the formation of a rubber pool of American tire and automobile manufacturers, which acquired considerable rubber only to suffer severe losses through the decline in prices during the last two years.

"In their efforts to regulate prices through restriction of exports from their Far East possessions, the British not only failed to stabilize the world's prices for this commodity, but they lost the dominating leadership in the rubber-growing business. When the Stevenson act went into effect in 1922 the British colonies had within their boundaries 65.7 per cent of the total acreage planted in rubber in the Middle East, whereas at the end of 1927 the British share had dwindled to 56.6 per cent. Dutch holdings took up the slack in the British development.

"Profits in the tire business hinge largely on the stability of the rubber market. With the lifting of restrictions, it is expected prices will not fluctuate over the wide ranges they have during the last six years, and the tire makers are therefore in a cheerful frame of mind regarding future operations.

"While tire manufacturers have taken enormous losses because of the drop in rubber prices, the American automobile owner and tire buyer has benefited as he has in the purchase of no other essential commodity. Two price reductions during the last year brought the cost of tires down to the lowest point in the history of automobiling, and with the lower cost the car owner has also been receiving a tire that in quality and mileage capabilities is many times superior to that purchased ten years ago.

Mileage Cost Reduced.

"A prominent New England manufacturer recently produced some statistics that throw an interesting light on the advantages the tire buyer of today has over the motorist of the past. This man pointed out that the dealers' list price on the average tire in 1913 was $29 and the tire was guaranteed only for 3,500 miles; in 1917 the price was $23.20 and the guaranteed mileage 5,000; in 1922 the price was $19.20 and the guarantee 8,000 miles; in 1927 the average price was $13.50 and the average tire returned 12,000 miles, while in 1928 the average tire cost about $11.50 and could be expected to give about 18,000 miles. On this basis the cost per tire mile to the car owner is today one-twelfth the cost per mile in 1913.

"It is this low unit cost that has made it a difficult proposition for the average dealer to operate at a profit. He must sell about 60 per cent more tires today than he had to a few years ago to make the same gross income. With tires rendering a greater mileage, it naturally follows that replacement sales are fewer. As a result, the dealer who formerly specialized in the sale of tires is now turning to other avenues of revenue in the way of servicing the automobile owner.

Record Made for Sales.

"Retail sales of tires were greater than ever before in 1928, the dealers passing on about 50,000,000 tires, compared with 45,000,000 in 1927, but profitable operations, gauged by returns in other fields of merchandising, were comparatively few.

"One encouraging development of the last year was the adoption of a list of standard sizes to cover balloon tires, a program that holds prospects of effecting marked economy in the retail and manufacturing branches of the industry. Since the introduction of the balloon tire in 1926, tire men have been confounded with a wide range of tire sizes. The situation became such that a dealer, in order to be equipped to handle the requirements of all prospective customers, would be called upon to stock close to 200 different sizes and types of tires.

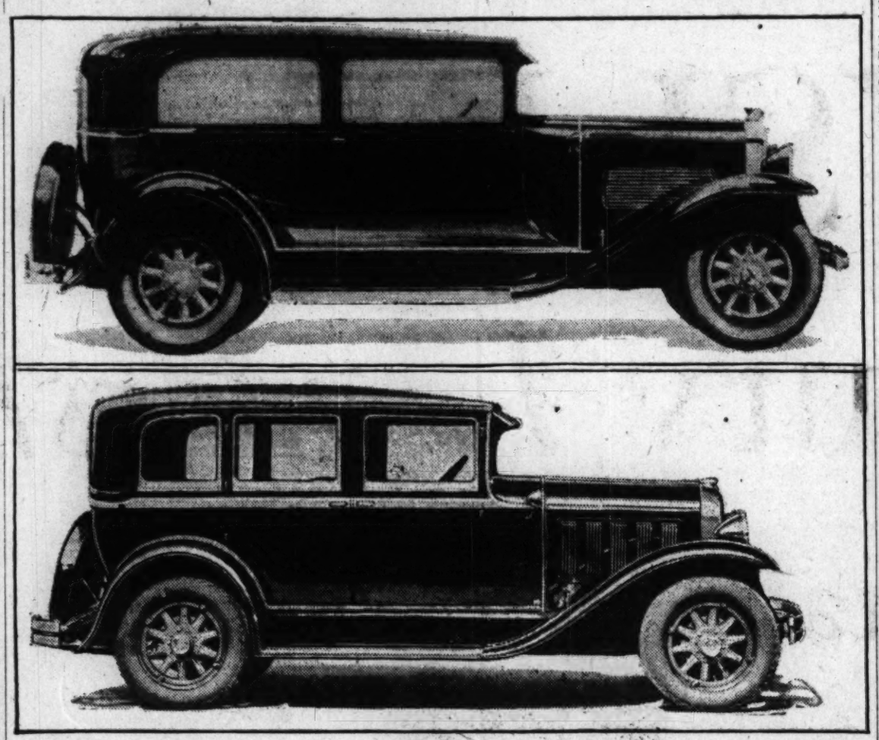
Passenger cars of 1928 models were equipped with 24 different sizes of balloon tires, but through the cooperation of the National Automobile Chamber of Commerce, the Rubber Association of America, the Wheel and Rim Association of America and the Society of Automotive Engineers, a schedule was set up last spring calling for the use of 18 standard sizes of 1929 cars. During the last half of the year another size was added to the list, but industry looks forward to the simplification of sizes, not only benefiting the car owner but cutting down the production costs of the manufacturer and the capital investment requirements of the tire dealer.

Shipments Worth $850,000,000

"Shipments of all types of tires, tire repair materials and sundries during 1928 had a wholesale value of $850,000,000, based on statistics provided by the Rubber Association of America, and estimating the returns for the last quarter.

"Of the sales made by the tire industry last year, close to 80 per cent represented pneumatic tires for passenger cars and trucks. About 67 per cent of the pneumatics made and 64 per cent of the pneumatics shipped in 1928 were of the balloon type, a tire used exclusively as equipment on new cars for the last three years. The old standard high pressure cord and fabric tires are now sold wholly for use as replacements on cars marketed prior to 1925."

ONE COMPANY IS PROUD OF BOTH THESE PRODUCTS



Nearly always mentioned in the same breath are Oakland and Pontiac. As offered in their 1929 forms, both cars represent numerous changes and refinements.

Imposing on Hospitality.

Special consideration in the matter of obedience—or rather, disobedience—to traffic regulations should not be demanded by the motorist when he ventures beyond the confines of his own city. Because his car bears the license plate of another State he should not expect to be petted and pampered, so far as rules go, and feel that being a visitor entitles him to do things which the local motorist would not do.

It is easy for the stranger to find out the regulations of the particular city and to follow the ways of the "home" drivers. It is a fact that there has been considerable abuse of the privileges which communities have accorded out of town automotive guests, and for the good of all concerned such abuse should no be countenanced. "No parking" should mean no parking to every one, not just to the local motorist and to the exclusion of the greedy visitor.

Wiping Dust Off Car Nightly Good Practice

The neighbor who makes it a practice to wipe the dust off the car every night before he puts it in the garage often is deemed eccentric. This label usually is attached to him because his car always is the cleanest looking one in the neighborhood. It is deserving of this distinction because its owner merely follows the advice given by the car builders on the care of the modern lacquer finish.

There is no protection for the lacquer that comes even close to equaling that given by keeping it from getting dirty rather than by getting it clean after it has acquired a generous film of dust and grease. The neighbor is not eccentric; he is wise.

Tighten Tire Carrier Bolts.

Motorists who have been puzzled by odd noises seeming to come from the rear of the car may eliminate the cause by tightening the tire carrier bolts.

The uniform vehicle code has been partially adopted by nineteen States and the District of Columbia, and the indications are that new converts will be added at regular intervals.

REGULATION OF CARS IS MAKING STRIDES

Keeps Progress With Automobile, Declares Maryland Commissioner.

SENTIMENT IS NEEDED

So rapidly and with such steady strides does the development of automobiles progress, and so steadily does the output of the factories mount, that it is hard for the automotive administrative agencies to keep pace with the demands of regulation and control.

This is pointed out by E. Austin Baughman, Maryland motor vehicle commissioner, who says, however, that despite many handicaps, regulation is making notable strides in keeping pace with the automobile.

"When the motor vehicle first made its appearance on the highways and in increasing numbers demonstrated its great potentialities as a means of transportation to an extent where public attention was arrested," Commissioner Baughman explains, "the first positive reaction everywhere was to consider its use from the tax standpoint. Certainly the dangers of its use and misuse did not appear immediately. Now the regulation and control of its operation on the highways overshadows in some measure the mere taxation phase of its regulation.

"At first the idea that any grown person would ever need protection against the 'horseless carriage' was something of a joke, as the reliable old Dobbin of dirt roads was often called on to pull the noisy, lame and limping one-cylinders out of the mud on almost every trip they attempted.

"Dangerous speed—as speed is viewed in these days—was unheard of. Special rules for the handling of the motor vehicles were vague indeed and most accidents resulted only in civil suits for damages; criminal prosecution was unheard of. Efforts at regulation and control, when first advanced, were opposed as infringements of the personal rights of the owners and drivers of automobiles.

Hawkins NASH

Still "conveniently located on 14th street" and the same set slogan of "Satisfaction Plus" from smiling sales and service men.

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Abreast of the Times

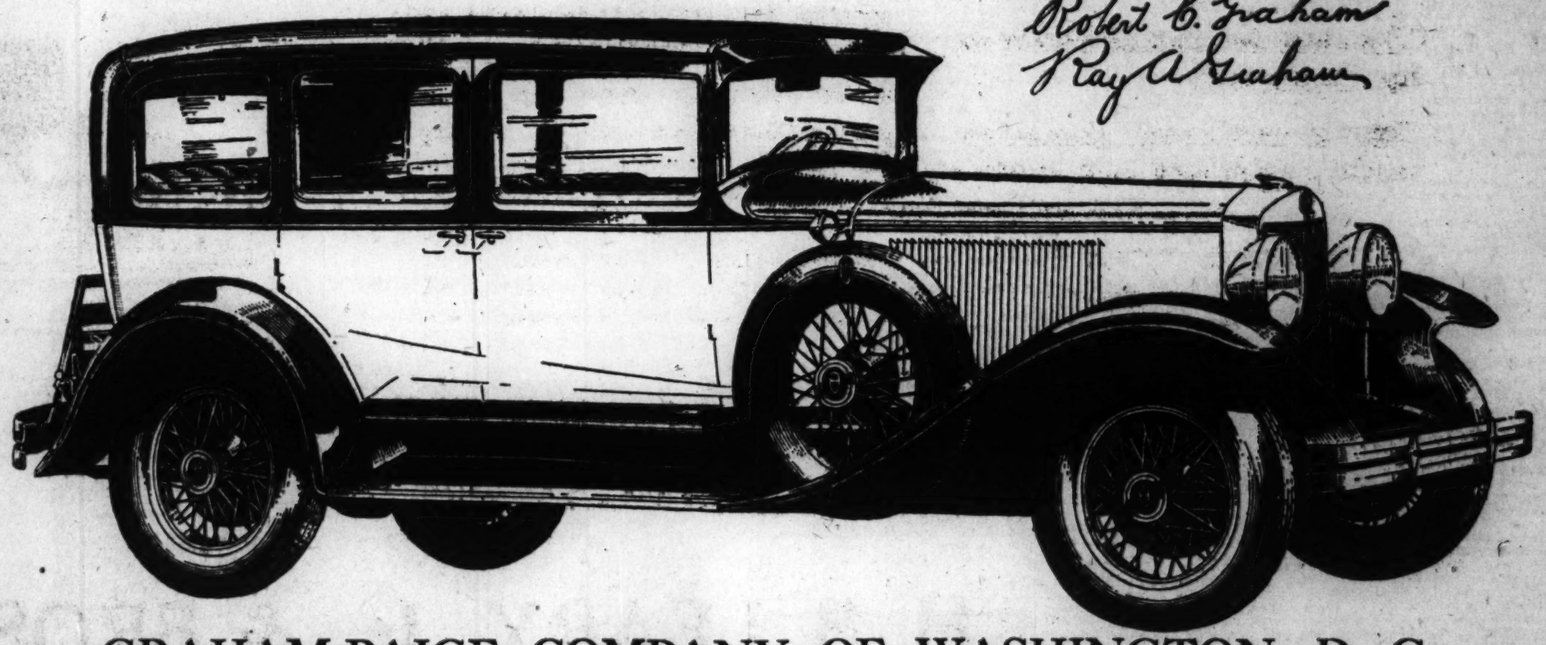
GRAHAM PAIGE

On Display At
OUR SHOWROOM
and the
AUTOMOBILE SHOW

Five chassis—sizes and eights—prices ranging from $885 to $2495. Car illustrated is Model 827, eight-cylinder, five-passenger Sedan, $1925 (special equipment extra). All prices at factory.

THE public and the automobile trade are cordially invited to inspect the complete line of Graham-Paige sixes and eights—with refinements and improvements, and the time-proved four-speed transmission (*two* high speeds—*standard* gear shift)—which represent our earnest endeavor to keep abreast of the times and to make our product constantly better.

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Motor Sales & Service, Inc.
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GRAHAM-PAIGE

CHRYSLER

Style *and* Beauty *Leadership*

. . . . . No Accidental Creation . . . . .

FOR THE FIRST TIME.

in Motor Cars—A Deliberate Design Using the Centuries-Old Canons of True Charm and Loveliness.

Chrysler's unerring success in developing, year after year, beauty and style which lead the motor car industry, may be credited to the very individual and definite plan which animates Chrysler design.

To achieve its unique beauty, Chrysler trusted no accidental inspiration of individual designers.

Instead it went directly to those sources of art and architecture which have come down the centuries unsurpassed and unchallenged.

These were studied, and examined, in the patient pursuit of authentic beauty. They were reduced to exact formulae of line and outline.

Then came the characteristically daring Chrysler step.

These canons of ancient classic art were carefully translated into terms of motor car beauty and utility. They were applied to the most modern vehicle that travels the earth.

The results were hailed as masterpieces of dynamic symmetry—an expression as new to the industry as the Chryslers themselves. The accompanying illustrations make clear the origins of some of the details of the very latest Chrysler style — *the style that re-styles all motor cars.*

They show very definitely the workings of a plan, the like of which can be found nowhere else in the industry.

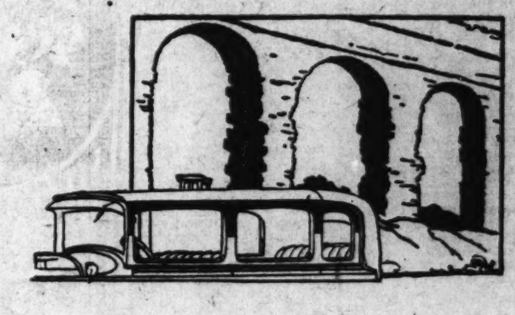
It is everywhere conceded that Chrysler style and beauty are today more striking than ever. The deliberate and conscious plan which gave them birth assured then and there the greater grace, charm and artistry in Chrysler cars.



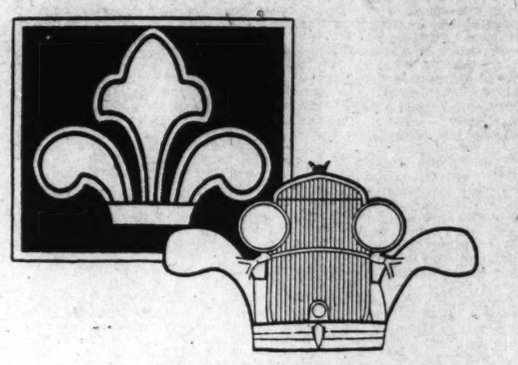
THE most modern thing in motor car design—Chrysler's matching of slender-profile radiator with cowl bar moulding—has its artistic origin in the repetition of motif in the historic frieze of the ancient Parthenon.



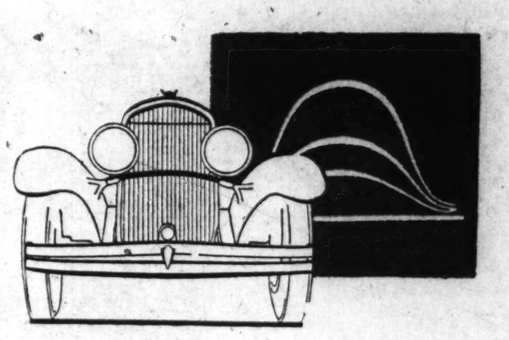
NOTE how the dynamic symmetry of Chrysler fender contours and wheels expresses the very essence of life and motion, just as do their counterparts in the "wave border" of the classic masterpieces of architecture and design.



IT may seem a far cry from the correct lines of an old Roman aqueduct to the "arched-window" silhouette of the Chrysler of today. Here it is, however—a plain indication of the artistry with which Chrysler lines are developed.



THE Chrysler front elevation indicates the influence of the Egyptian lotus leaf pattern. Modified to its modern application, it is perfectly proportioned, and applied with consummate artistry in blending beauty and utility.



ARTISTS know this as a "rising, diminishing series." The level road, the slightly arched bumper, the shorter arched tie-rod above, and finally the shorter and more deeply arched radiator contour, form a series in perfect harmony.

New Chrysler "65"—*Six body styles priced from* $1040 *to* $1145 . . . New Chrysler "75"—*Nine body styles priced from* $1535 *to* $2345 . . . New Chrysler Imperial —*Five custom styles priced from* $2675 *to* $3475. *All prices f. o. b. Detroit*

All Chrysler models—"65", "75" and the new Chrysler Imperial on display at the Automobile Show, and at all Dealers' Showrooms

H. B. LEARY, Jr., & BROS.

Executive Offices and Service, 1612-22 You St. N. W.

DISTRIBUTORS

Salesrooms—1612-22 You St. N. W., Connecticut Ave and Que St. N.W. and 10th and H Sts. N.E.

Used Car Salesrooms—1321-23 Fourteenth St N.W. and 1612-22 You St. N.W.

Chevy Chase Motor Co., 6701 Wisconsin Ave., Chevy Chase, Md. Frank H. Rowe, 3309 M St. N.W. Skinker Motor Co., 1216 20th St. N. W.

PURCHASER ADVISED TO GET CAR MEETING INDIVIDUAL NEEDS

Size of Family Should Be Considered Along With Uses Intended.

SPACE HELD ADVISABLE FOR TOURING EQUIPMENT

Color and Simplicity of Fitting Are Also Looked Upon as Important Points.

There is a decided similarity between the adult buying a motor car today and the child who, unable to decide upon what he wanted for Christmas, asked for a toy store. There were too many toys for the child to make a decision. There are so many car models, all fairly close to the ultimate in beauty and utility, that the buyer faces a dilemma in making the right decision.

While no one longs for the return of the day when closed cars were either sedans or coupes, no intelligent buyer approaches the problem of getting the precisely right model with the idea that it is a matter of snapping up the first one he sees. It is not so simple as that.

With the multiplicity of models available, once the prospect decides what he wants, he is absolutely certain of getting it.

Factors to Be Considered.

The matter of deciding, however, comes first. Into making the decision a number of important factors enter. Each must be weighed carefully in itself and in its relation to all the others. Otherwise, a mistake for which the motorist may be paying for more than a year may be the result.

It is not so difficult to decide between an open and closed car. Suppose the motorist wants a closed model. The first consideration, after this decision is made, is how much seating space should the ideal car have. The size of the family and its habit of being hospitable will have to be the basic considerations in this aspect of selecting the right model. There is no questioning the wisdom of having one or two extra seats, even if they are used only part of the time. Even if the car is to be used jointly for family and business purposes, the extra seat or two will come in handy. The traveling man, for instance, may feel that one extra passenger space will be adequate. How about two clients requiring his hospitality at the same time? It frequently happens. And it frequently is overlooked in the purchase of a car.

If the car is to be an all-purpose vehicle, the buyer may as well admit this in advance and buy the model that best fits the need. It may result in the purchase of a sedan over the snappier looking coupe or collapsible type, but the first disappointment often is to be preferred to the second.

Color also is a consideration. So far as being affected by the ravages of time, all tones have about the same qualities of resistance. In some it is necessary to apply more coats to achieve this result, but they are applied even if the car maker is forced to raise the price slightly to cover the greater cost. Some shades, however, fit better into the individual's motoring program than others. The fact is worth bearing in mind when selecting the right car.

Touring equipment is advisable on all models, except those selected for city use exclusively. Whether the motorist travels extensively now is of secondary importance. The highway system is developing at an astounding rate, with the result that when the closed cars of today are put up for sale in the used-car market tomorrow they will be considered, in nine cases out of ten, on a basis of their value as vehicles of all-year-round touring.

Just how much luggage space is needed is a matter for the buyer to decide. It should be simply a question of studying one's needs carefully, particularly with reference to the number of persons likely to be carried. There are few things more inconvenient than touring with extra luggage carried on the passengers' laps. In all estimates for the amount of luggage space allowance always should be made for the probable increase in travel use of the car, since the tendency of the average motorist is to tour more each season and to tour whenever occasion arises.

Trimmings and the quality of the upholstery should be considered carefully, and on a basis of the service expected of the car. There is no economy in buying beyond one's needs in this respect, for it simply means that if the trimmings are necessarily abused and neglected they will detract from the car much more so than if they were eliminated altogether.

Simplicity Recommended.

If the closed car selected is to be used very extensively, and for all purposes, the buyer will do well to aim toward simplicity in appointments, always keeping in mind, however, that the improvements in chassis make it practical to select more in the way of frills than one did in the days when cars had to be tinkered with every few miles.

A point frequently overlooked in buying a car is the impression which car ownership carries in one's social circle and business connections. Frequently it is advisable to run to stock colors, even though a lighter, sportier looking car might be more practical and more satisfying, simply because it dispels the suspicion that the owner is trying to make a splurge.

One's taste in the selection of a car often will make or break certain impressions which have an indirect though definite effect on one's standing with the community and with those with whom one transacts business.

The selection of a closed car, except where one is known to be financially able to support specialty cars in addition, shows good judgment in reading the trend of automobiling, but care must be taken not to display an inappropriate taste for luxury.

A car owner's needs are often complex, and any two motorists may use their cars for radically different purposes. Thus there are all varieties of cars to select from, with the proper connections being merely a matter of forethought in buying.

Hawkins NASH

Still "conveniently located on 14th street" and the same set slogan of "Satisfaction Plus" from smiling sales and service men.

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QUALITY OF 1929 MOTOR CAR HIGHER BUT PRICE IS LOWER

CONTINUED FROM PAGE 1.

where today. The past year has witnessed what amounts to a revolution in the shock-absorber field. Designers cut loose with a deluge of radical improvements both in the quality of the product and the cost of its fabrication. The effect was instantaneous, aided by the car makers' recognition of the essential appeal of an easy riding automobile.

While there has been no increase in wheel base, greater body stature has been achieved by widening the rear tread of the car in many instances. The most intelligent use has been made of this dimensional increase in that it has been put to widening of rear seats. It no longer is necessary to put weight or wing-spread restrictions upon the passengers in order to make the five-passenger model carry five persons with comfort.

While fitting the form of the passenger necessarily evokes a variation in idea, slight changes in seat angles have done well by comfort.

Front-Seat Adjustability.

The adjustability feature of seats no longer belongs to those cars which cater to the patronage blessed with bulgy bank accounts.

Down where the Erskines, the Hudsons, the Willys-Knights and similar products bloom, as well as up where the Lincolns and the Locomobiles speak with low, cultured tones, there is precisely the right amount of room for the big man or the small woman. In some instances the whole front seat is adjustable to three positions. In others merely the driver's side of it may be moved backward or forward to accommodate the specific stature of the individual whose hands rest on the steering wheel.

No one could discuss the comfort of the newer cars and do it justice without making detailed mention of the revolutions that have taken place in the controls. Steering, brakes, lights, gear-shift, clutch, starter—none of them have escaped the good genii of the laboratory in their effort to make the car easier and safer to handle.

One interesting manifestation, among many, of this character is that found in the Willys products. In these cars the feature that causes the greatest pride is the "finger-tip" control which involves a single button that, with different movements, operates lights, starter and horn. Dodge has joined Essex and Auburn in locating the starter button on the dash.

Gift From the Speedways.

In other instances, among them Pontiac, the dimmer switch for the lights has been placed on the toe-board between clutch and brake pedals, where it may be foot-operated.

All through the list the narrow-rimmed steering wheel has been adopted. This feature is one of the few gifts of the speedway to passenger-car design in recent years. Also in connection with steering, there is recognition of the traffic situation in respect to the need for ease and surpness of operation. Reductions are greater to supply one aspect of this need, while anti-friction bearings also contribute their important bit. Turning radius has been obviously in the thought of the engineer, and so has the fact that braking action at various times offered its interference to steering.

The brake situation—and brakes always seem to be a situation with the engineer, although the layman seems satisfied—is improved by slight changes. In the mechanical systems the booster mechanism has been incorporated by a number who previously did not use it. Pedal pressures have been reduced still further.

Also facilitating the operation of this type of brake is the employment, by a few car builders, of antifriction bearings in the linkage. This trend is among those which are expected to pick up considerable momentum during the current year. The results attained by those already marching along with it would seem fully to justify its acceleration in the opinion of many engineering observers.

Hydraulic Brake Systems.

With regard to the hydraulic brake systems, the chief progressive step comes in the form of the adoption of the automatic compensating cylinder which keeps the liquid in the lines adequate at all times without any assistance on the part of the car owner. This feature, for instance, has been incorporated in the Chrysler products, among several. It removes from the car owner, a responsibility that he never wore with any commendable degree of success.

The difference of opinion with regard to molded and woven brake linings continues to show itself. Many maintain that the reduction in pedal pressures justifies the use of this type of brake lining. Others take quite the opposite view. Both have evidence in support of their arguments so the matter becomes one that time will have to adjust.

Another spot in which the ball or roller bearing is being found on an increasing scale is in the transmission where it makes the task of shifting gears less of an energy consumer. With respect to the lever that shifts the gears, there is a general effort to move it to a spot where it will interfere less with ingress and egress to the front seat. Nash's gesture in this direction which locates the lever on the clutch cover plate instead of over the gear set is interesting.

How Cars Are Unshimmied.

If no story of the comfort of the later cars would be complete without mention of the controls, it likewise would be deficient unless it mentioned those changes which have eliminated shimmy in many cases and diminished its annoying effects in others. Here is something that has been tackled on a wholesale scale in the laboratories. And, when he gets his new 1929, the layman can be glad that it has been.

Regardless of its cause, a much disputed subject, shimmy is an enemy to comfort and safety, especially at high speeds.

Variously it has been attributed to the adoption of the balloon tire, the attachment of brake mechanisms to the front wheels, and to the increase in power that has been made in every car.

Depending upon which of these factors or combination of factors, brought on the malady, the engineer has attacked the problem from varied angles. One respect in which all have more or less agreed, however, is that higher speed, higher powered cars called for an increase in frame rigidity. Accordingly, the 1929 cars show still huskier frame members, more and differently form cross members, wider flanges and the like. In Auburn's case, to illustrate one principle, the frame member is virtually double in form.

High Compression Gains.

Two somewhat distinctive efforts to solve this problem have been made by Packard and Hupmobile, respectively. The former has changed the manner of its spring suspension, and given especial attention to its shock absorbing members and with particularly happy results. Hupmobile has adopted the practice of shackling the left spring at the rear as well as the front, in an effort to eliminate the annoying effects of wheel wobble.

Various mechanical forms have been adopted by others in the effort to make the front end less prone to distortion of any character. The crankcase is brought into the picture of rigidity in several different forms. Oldsmobile, for instance, makes very specific use in this direction of the heavily ribbed crankcase.

Under the hood, the engine, the source of the car's performance, shows few surface differences. But, it is different in many respects.

Most significantly this difference takes the form of still greater power. There are few cars that do not develop a vigor of output that surpasses that of last year. One of the most impressive aspects of the composite powerplant of the year is that it represents the full fruition of the promise of high compression. The average ratio shows very close to 5 to 1 with all manufacturers having made the bearing and shaft changes essential for this type of engine.

Cylinder Number Changes.

There are fewer jumps from sixes to eights this year, but the expanation lies in the fact that there were fewer likely to do so who had not already made the leap. The most interesting additon of cylinders, in many respects, was that of Chevrolet, which appeared in November as a six after many long and prosperous years in the four-cylinder class.

Crowding that change in interest, however, was that Pierce-Arrow, so long a six that it began to look like a perennial, finally made the change to a straight-eight. Both of its six-cylinder engines have been supplanted. Studebaker's Commander also has been trasmuted into an eight, although it still is available in the six-cylinder version by those who desire it.

Stutz made an interesting move in this connection in the entrance of its new line, the Blackhawk, which is obtainable either as a six or an eight—and with no price differential. These cars, incidentally, embody an automatic brake that prevents them from moving backward except when the gears are in reverse.

While it is not yet ready, Marmon announces that it will have a third eight in the spring. The new car will be called the Roosevelt, and will sell in the $1,000 price class.

Out of all the switching about the following line-up has emerged: Four fours, 32 manufacturers offer 55 lines of sixes, and 20 makers are turning out 38 eights, of which 34 are of the straight variety.

Fuel Induction Improvement.

That engine design upon which ten years of intensive research effort have been concentrated is basically satisfactory now is patent in the fact that the improvements wrought this year are a continuance of the refinement process. By way of illustration, one might cite those changes wrought in the fuel induction system.

This feature of the motor has been troublesome to a certain extent for some time. Engines of high speed and high compression if they are to fulfill perfectly their promise are in dire need of a faithful, unflagging fuel system. At all speeds and under all conditions of service the supply and character of the gasoline must be adequate. A considerable number of engineers have questioned the ability of the vacuum tank to meet these conditions.

As a result of this quizzical look at the device which has served so long and so well, it has been displaced in many cases by the positively driven fuel pump. Last year's cars reflected a considerable switch over to this device which delivers fuel more directly in proportion to the speed of the engine. Still more are listed among the pump converts this year.

The majority however, still adhere to the old vacuum tank, with modifications. This modification chiefly is in the form of a booster valve in the manifold which increases the suction at those intervals when the manifold vacuum is low. Franklin started this device on the road to recognition. Essex employs it this year. The question of the relative merits of the two devices is by no means settled.

Forced Feed Lubrication.

As another gesture toward improving carburetion, the new cars show a still more definite swing toward the plain tube type of carburetor.

In the matter of lubrication, forced feed seems to have just about won the debate. The only exception is Ford's system which particularly well fits the requirements of the model A power plant. Oil filters and crankcase ventilation, the latter more adjustable for different conditions, have made such headway during the past year that they now are used by virtually every car maker.

One interesting aspect of the lubrication system is that pistons have been fitted with an oil ring at the bottom. The ring, incidentally, serves as much to keep the skirt of the aluminum piston firm as to prevent the pressure circulated oil from rising too far in the cylinder.

Aluminum alloy pistons have won all but a few over to their cause. In some of the most expensive cars, however, the cast-iron piston continues in its position of unshakable dominance.

The greater heat under which valves are working today has led to the universal adoption of more heat-resistant metals for these units. The finest of alloy steels are employed. While on the subject of valves, it is worthy of mention that better and differently designed springs are contributing to their silence and their efficiency. Another valve change is to be found in the wider use of the 30-degree seat as a means of improving fuel induction without increasing the size of the valve or its lift.

Silence Problem Met.

Considerable progress is evident in the new cars with respect to their silence. Let it be understood that silence is no simple problem. The higher the speed, the greater the power of the engine—the more trying becomes the problem of keeping it noiseless at all speeds. Despite this fact, the engineer has done remarkably well in the solution of the dilemma.

Four-point engine suspension is practiced on every side. Rubber inserts between the engine and its supports continue to be used with the interesting change, in some cases, that greater lateral deflection is permitted.

Better balance of reciprocating parts is another form taken by the search for silent operation. Greater firmness in the suspension of the crankshaft and camshaft and more rigidity in the crankcase are still other ways in which the engineer has attacked the problem. Chain drive which contributes silence by dampening the vibrations naturally transmissible between the two shafts is still more widely used.

Counterweights on the crankshaft and vibration dampeners obtain about a 50-50 split in the followings they have won. On one line, a car-maker may use one of these methods, on another the second. Apparently, the particular design governs the choice.

Among those using the dampener are Gardner, Graham-Paige, Jordan, Kissel, Moon, Durant, Peerless, Reo and Auburn. Cadillac, Desoto, Ford, Essex, LaSalle, Packard and Stearns-Knight are among those which employ the counterweighted shaft.

Cooling Methods Vary Little.

With regard to engine cooling, there is no radical change. All save five car makers have gone to the thermostat as a solution of the problem of seeing that the operating temperature is precisely right. Thermostatically operated shutters facilitate the discovery of a way out of the dilemma of cold weather car use not only in the case of the very high priced cars, but in the lower tiers as well.

For many years those prone to guessing about what is going to happen to car design have been particularly voluble upon the transmission. Very rarely, indeed, has anything happened. The current year's cars present several exceptions and hint of more to come.

Four-speed transmissions, in which Graham-Paige pioneered, have taken hold in several other sections of the industry. Moon's new White Prince line boasts of such a gearset. So do the newest Stutz products. The larger Durants continued to employ it.

In most of these instances the internal gear is used and both third and high speeds are direct. Low gear is useful only when starting on a hill, and, accordingly, is latched out to the left, leaving the shift standard to all intents and purposes.

The syncro-mesh transmission of the Cadillac and LaSalle products constitutes an important change in this unit of the car. It is anticipated in many quarters that this radical departure will be adopted by many other companies before the decline of 1929.

Heavier Propeller Shafts.

As for the rest of the drive mechanism, refinement of past practices is the rule. Heavier propeller shafts are used in some cases with an eye toward the elimination of "whip" and its irritating effects. Two universal joints are growing under some cars where but one grew before and generally there is visible an effort to give this hard-working unit a more adequate degree of lubrication. The clutch is generally the single plate variety, save in the case of cars with the highest power, where multiple disc design gets the call because of its greater capacity to withstand the arduous work it must do.

Central chassis lubrication systems are more common among the 1929 cars, indicating that more manufacturers wisely have concluded that this important task must be made as easy as possible if it is to be attended to by the owner. This particular departure still has to make more progress to achieve the degree of usefulness that many think it justifies. But it has come a considerable distance since a year ago.

One of the most evident features of the new lines of all manufacturers is the greater variety of body styles they include. Particularly has the convertible coupe won itself a definite place in most lines as a concession to the demand that is satisfied fully with neither an open or a closed car. Then, too, it is of interest to see the five-passenger convertible coming into various lines. Cadillac, Packard, Chrysler, Auburn and others offer this model now and doubtless the list is destined to grow longer.

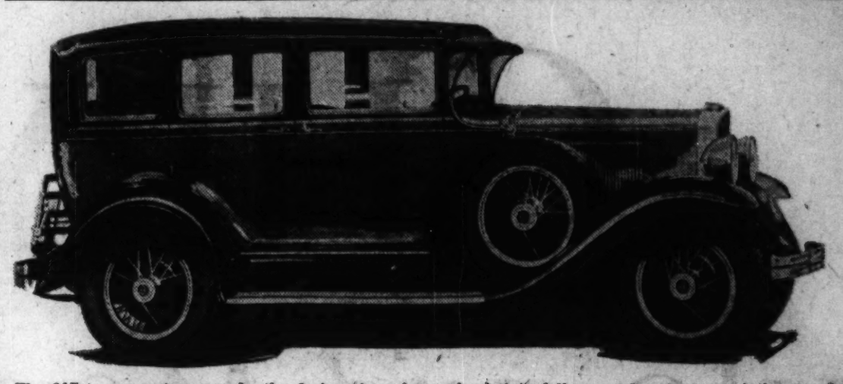
The closed models which incorporate sport equipment are becoming more and more numerous in all lines. Also, it is apparent that the process of deluxing the standard closed cars with special beautifying equipment is spreading with a velocity that indicates all will be caught in its sweep before the close of the year.

It is significant that safety-glass of one kind or another is coming into fashion at a great rate. If it is not used all around as in the case of some of the more expensive cars, this type of glass is employed by several of the lower-priced cars in windshields. It is expensive, relatively, but it is anticipated that still further headway is immediately assured for this product.

An inspection of its representative models among the 350 offered leaves no doubt that the automotive industry is out to meet the very best competition that other enterprises, also seeking a share of the consumer's dollar, have to offer. Clearly the industry which now takes close to $90 of the average family's income yearly needs to ask no quarter in the competitive scheme of things.

It offers value on an incomparable scale. That explains its past success. That it will continue to mean the same thing is evident in the quality of its product for 1929.

WEARS ITS FAMOUS NAME PARTED IN THE MIDDLE

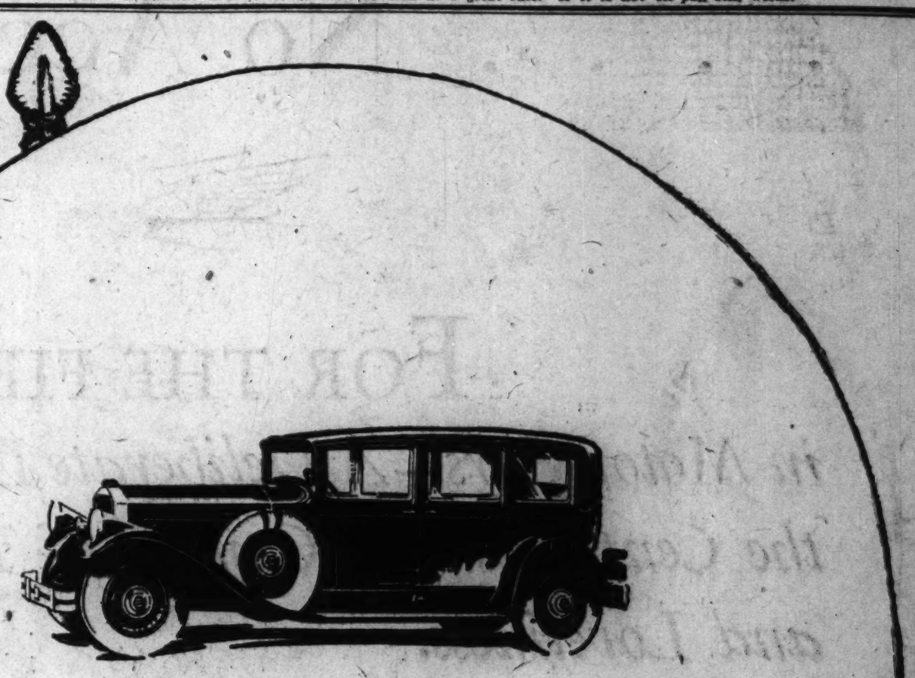


The 615 to commuters may be the designation of a train, but to followers of motor cars, int's one of numerous Graham-Paige products. The sedan model is illustrated.

Cleaning of Oil Pan Still Shown Necessary

Once upon a time, the conscientious car owner dropped the oil pan at least once a year and went after the sludge collected in the bottom. With kerosene or gasoline, followed by soap and water, he cleaned the pan until it glistened. Then, along came the oil filter, crankcase ventilation and several other ideas designed to purify the crankcase lubricant.

They gave the car owner the idea that it no longer was necessary to clean the oil pan or have it cleaned. It's a poor idea, according to many engineers, who point out that cleaning the oil pan still works.



Body by Pierce-Arrow—and Pierce-Arrow in every part!

A STRAIGHT EIGHT

125 Horsepower Engine • 85 Miles per Hour • 133-inch and 143-inch Wheel Bases • 59½-inch Rear Tread • 72-inch Over-all Height • Ample Head-room • Wide Doors Pierce-Arrow Coachwork • Non-shatterable Glass • Fender or Bracket Headlamps optional without extra charge.

Pierce-Arrow mechanical detail embraces every device of proved character known to the engineering of fine motor cars

Pierce-Arrow turns another page in fine car history

and inaugurates

A NEW STRAIGHT EIGHT

Arriving at the psychological moment—when a modernly beautiful creation was really needed in the fine car field—the new straight eight by Pierce-Arrow scores a triumph even greater, if possible, than that of its most illustrious predecessors.

Pierce-Arrow believes that bulk and conflicting lines have too long prevailed among fine motor cars—that size no longer serves as an excuse for the ungraceful, the unwieldy. The contention is borne out convincingly by the new straight eight—an ultra-modern creation which delightfully departs from all stodgy tradition.

Not a smaller car, this latest Pierce-Arrow, but one that has vigor, grace, spirit! A beautiful silhouette against the most distinguished of backgrounds, *the first automobile of a new fine car era!*

PIERCE-ARROW

$2775 to $8200 at Buffalo

133-inch Wheel-base

Club Brougham . . . 5-passenger . . . with Trunk	$2775
Sport Roadster . . . 2-passenger . . . Rumble-seat	$2875
Coupe . . . 2-passenger . . . Rumble-seat	$2875
Sport Phaeton . . . 4-passenger . . . with Trunk	$2975
Sedan . . . 5-passenger	$2975
Club Sedan . . . 5-passenger . . . with Trunk	$3150
Sedan . . . 7-passenger	$3150
Enclosed-drive Limousine . . . 7-passenger	$3350

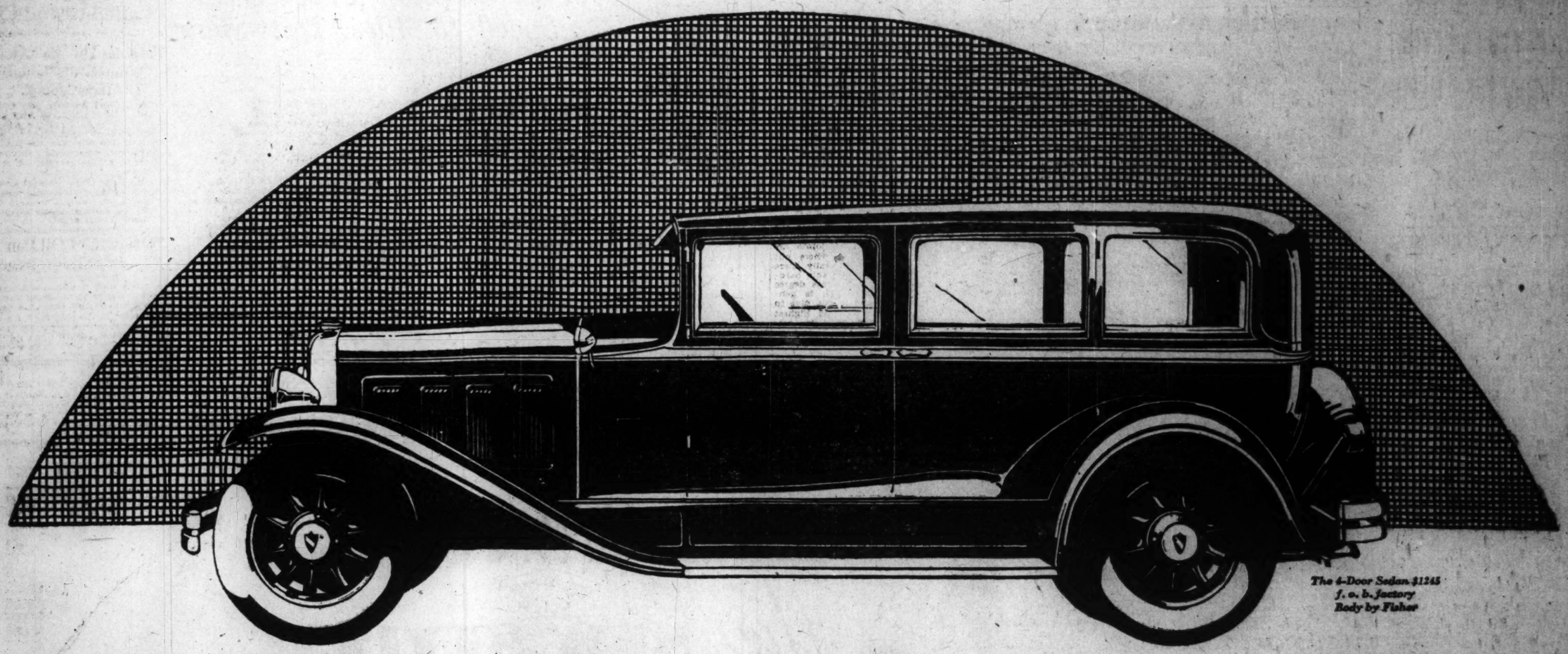
Custom Group: 143-inch Wheel-base

Convertible Coupe . . . 2-passenger . . . Rumble-seat	$3750
Touring Car . . . 7-passenger	$3750
Sedan . . . 7-passenger	$3975
Enclosed-drive Limousine . . . 7-passenger	$4250
All-weather Town Car	$5750
All-weather Brougham	$7500
French Brougham	$8200

Other special body-types available

The purchase of a car from income has been made an altogether attractive procedure by the Pierce-Arrow Finance Corporation. The average allowance on a good used car usually more than covers the initial Pierce-Arrow payment.

"A distinguished feature of the Automobile Show at the Washington Auditorium is the new Straight Eight exhibit by Pierce-Arrow"



The 4-Door Sedan $1245
f. o. b. factory
Body by Fisher

A NEW ALL-AMERICAN that All America is Acclaiming

Announced a few short weeks ago . . . a magnificent successor to a justly famous name. And now the New All-American Six by Oakland is enjoying the nation's admiration ... winning the praise of all America.

* * *

Enjoying the admiration caused by its new and original beauty. By the luxury of its superb new bodies by Fisher. By its truly distinctive style. Winning praise for its pulse-stirring performance . . . . for its glorious pick-up, power and speed.

* * *

And those familiar with its mechanical quality marvel at the manner in which it is built. At such fine car features as an accurately balanced "line of drive" ... dynamically balanced, counter-weighted crankshaft . . . exclusive patented rubber cushioned engine mounting ... dirt-and-weather-proof internal-expanding four-wheel brakes.

* * *

Small wonder that a car so wonderfully constructed . . . so brilliantly styled . . . should be winning America's acclaim. Especially since the New All-American is available at such a surprisingly moderate price.

* * *

Prices $1145 to $1375, f. o. b. factory, plus delivery charges. Lovejoy Hydraulic Shock Absorbers and spring covers included in list prices. Bumpers and rear fender guards extra. Check Oakland delivered prices—they include lowest handling charges. General Motors Time Payment Plan available at minimum rate.

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14th & R. I. Ave. N.W.

L. P. STEUART, Inc.

Uptown Salesroom
3113 14th St. N.W.

Service—1444 P St. N.W.

ASSOCIATE DEALERS

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3342 M St. N. W.

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BLYTHE GARAGE
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J. M. GUE
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PADGETT-JOYCE MOTOR CO.
654 Pa. Ave. S. E.

BAILEY MOTOR CO.
Mt. Rainier, Md.

CENTRAL GARAGE
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GINGELL MOTOR CO.
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SHERIFF MOTOR CO .
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TEMPLE MOTOR CO.
Alexandria, Va.

SOUTHERN MARYLAND GARAGE
Upper Marlboro, Md.

PRINCE FREDERICK MOTOR CO.
Prince Frederick, Md.

W. L. KING, INC., Gaithersburg, Md.

PENCE MOTOR CO.
Manassas, Va.

LEESBURG AUTOMOBILE CO.
Leesburg, Va.

PARIS AUTO SERVICE, INC.
Quantico, Va.

H. R. KING MOTOR CO.
514 H St. N. E.

SERVICE MOTORS, Inc.
Silver Spring, Md.

REMINGTON MOTOR CO.
Remington, Va.

GARRETT MOTOR CO.
Culpeper, Va.

P. C. RICHARDS
Warrenton, Va.

A NEW ALL-AMERICAN SIX BY OAKLAND

SPEED REGULATIONS CRITICIZED AS BEING STILL IN BUGGY ERA

Arbitrary Limitations Fixed by Law Called Wrong by Studebaker Officer.

TRAIN SCHEDULES CITED AS SAFETY EXAMPLES

Michigan Declared Leading Way to Sane Solution of Traffic Problem.

"Safety and speed regulations still are in the horse and buggy era."

With that statement as his premise, Paul G. Hoffman, Studebaker official, declares for a common sense attitude with regard to motor car speeds and against arbitrary limitation of the automobile's usefulness by unsound legislative speed enactments.

"A survey of the history of transportation," Mr. Hoffman points out, "will reveal that every new mode of travel has been subject to arbitrary regulation and restriction. It took years for the railroads to convince legislative bodies that passenger trains might be operated safely with speed.

"Now the crack trains forge through the night at 60 and 70 miles an hour while passengers sleep as free from worry as they would be in their own homes. If they think at all of the fears of their forefathers, it is with a smile.

Safety Shown by Railroads.

"The railroads have proved that under proper conditions both speed and safety can be attained.

"Speed with safety is the foundation of the utility of fast railroad transportation. Speed with safety can be attained by the motor car.

"Speed in itself is not a dangerous thing. Traffic and safety experts know that speed per second is not the source of danger it is popularly supposed to be.

"It is not speed alone, but speed in combination with other factors, that makes accidents. Fifty miles an hour on the open road in the country may be safer than 25 miles an hour in crowded city traffic.

"Any well constructed car built during the last year or two is safer at 50 miles an hour under the proper conditions than cars of similar class were 15 years ago at 30 miles an hour. As far as the construction of the motor car is concerned, every precaution has been taken to insure the highest factor of safety for relatively high speed operation.

"Even though speed in itself does not necessarily create hazards, no one can deny that there is real danger in speed plus unfavorable conditions. High speeds at intersections, in turning corners, in passing pedestrians, or passing other traffic in the face of on-coming traffic is a real menace.

Would Bar Unsafe Drivers.

"Drivers who have personal characteristics which make them unsafe operators at any speed should be barred from the road. This would apply to the intoxicated driver, and to those so handicapped by physical defects in sight or hearing as to constitute a menace to all traffic.

"Motor vehicles in such poor condition that they can not be operated safely over the highways at even a reasonable speed should also be barred. A vigorous and sustained campaign in any community which would force every car to be equipped with reasonably efficient brakes would have more safety effect than a similar campaign based on emotional and soon forgotten appeals to "drive safely."

"Legislation and enforcement should concern itself not so much with speed as with those acts of a driver which make speed dangerous. Let us stop arresting the motorist who is doing a sensible 45 miles an hour on a fast road in the open country and concentrate on drivers like the short-corner artist in town who may be doing only 15.

"If the motor car is to continue to serve as a useful transportation medium, if the automobile owner is to continue to profit by advances made in motor car construction which still further extend its area of usefulness, there must inevitably be a readjustment of the outworn conception of speed.

Michigan Example Cited.

"Michigan has led the way in this attitude by abolishing a fixed speed limit. Several Eastern States have taken a more forward looking attitude toward fixed speed limits and are making their highways safer by enforcing safe driving rather than by concentrating on a virtually unenforcable speed limit.

"Michigan's law does not allow motorists to drive as fast as their cars will go, as might be supposed. On the contrary, it states: 'No person shall drive a motor vehicle upon a highway at a greater speed than will permit him to bring it to a stop within the assured clear distance ahead.'

"In that one phrase—'within the assured clear distance ahead'—lies the most sensible and progressive solution to the problem of speed and highway safety legislation.

"The problem of speed on the highways is not a question of how fast you are going, but how fast you can stop. The rule defining a driver's legal speed by his ability to stop 'within the assured clear distance ahead' is obviously a finer and more flexible piece of legislation than a fixed speed limit of 30 or 35 miles an hour.

"The Michigan law recognizes that speed in itself is not dangerous. It does take into consideration, however, the fact that speed combined with narrow or slippery pavement, sharp turns, hills, crowded traffic and other factors constitutes not only dangerous, but reckless driving. The new law provides for these contingencies in very definite fashion. It states that an automobile shall be driven 'at a careful and prudent speed not greater nor less than is reasonable and proper, having due regard to the traffic, surface and width of the highway and of any other condition then existing.'

"Under the provisions of the Michigan code, 20 miles an hour may be evidence of reckless driving if traffic is crowded and streets are slippery. On the other hand, a perfectly clear highway with no intersections, conflicting traffic, or sharp curves permit a motorist to speed along in perfect safety without the consciousness that he is a lawbreaker.

"Thus, instead of a fixed speed limit, Michigan imposes on every driver the necessity of keeping his car under safe control, whatever the conditions of the travel may be. It recognizes the importance of relative speed rather than a fixed 20 or 30 miles per hour in the provision that a driver must always be able to stop within the 'assured clear distance ahead.' If there are cars ahead, he must be able to stop in the distance separating him from the nearest. If there are children in the road he must be able to stop before reaching them. If hills or curves are ahead, he must be able to stop within the limit of his vision, for he can not be sure that the road is clear beyond. And if the road is slippery he must drive more slowly, because it may take him longer to stop.

"In short, the Michigan code conforms to the natural driving habits of every careful driver, and has plenty of teeth in it for the reckless. It has been in successful operation long enough now to prove that fixed speed limits are an obsolete weapon against reckless driving.

High-Speed Roads Urged.

"Sensible legislation and enforcement will help make motor roads safe for higher speeds, but to achieve the ultimate, America must build a network of specially constructed high-speed roadways. For the past several years there has been a great deal of discussion about superhighways and specially constructed toll roads, perhaps built by private capital, on which speeds over 60 miles an hour would be safe.

"It is time to stop talking and get busy on the actual construction of these roads. They are no longer deemed visionary by highway engineers.

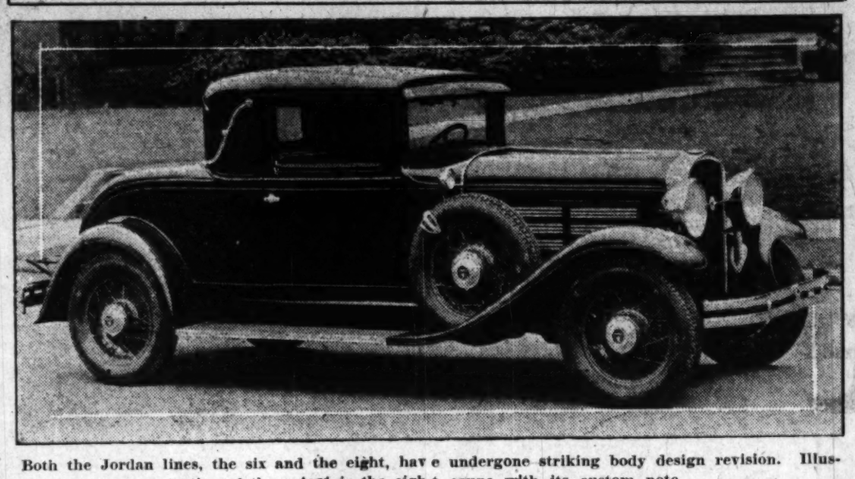
"Detroit and Wayne County, Mich., have led the way in the development of wide roads of the super-highway type. There is a toll road on Long Island where motorists may travel in safety as fast as their cars will carry them.

"The outstanding example of the modern high speed super-highway demanded by present day conditions is found in Italy. The Autostrada, connecting Milan with nearby centers, is giving a spectacular demonstration of the safety of high speeds on properly constructed highways. There is no speed limit on this system of travel lanes, no grade crossings, and pedestrians are barred by strong fences.

"The Autostrada is safe for high speeds because the elements that make high speed dangerous have been eliminated. Take away the causes of danger—straighten the sharp turns, ease the grades, prevent cross traffic, keep out pedestrians, separate grade crossings, and you have a highway as safe as any specially constructed speedway.

"An 'Autostrada' between New York and Philadelphia would assure a safe and sane trip in two hours. A similar roadway between San Francisco and Los Angeles would reduce the average running time from eighteen hours to less than ten."

STILL MORE GRACEFUL THAN IT HAS BEEN BEFORE



Both the Jordan lines, the six and the eight, have undergone striking body design revision. Illustrative of the extent is the eight coupe with its custom note.

Damaged Fenders Easily Repaired

Process Is Inexpensive and Removes Reflection on Driver.

There is another reason than that it helps the appearance of the car why one should have fender dents removed, service men point out. Although it may be far from accurate, the scarred fender, they say, reflects on the driving ability of the car's owner. Although the evidence is entirely circumstantial in that the fender may have lost its perfection by being jammed against the garage door or by being struck while parked, it has been known to figure in cases dealing with traffic mishaps.

Many of the dents are allowed to remain because the car owner is not familiar with the fact that a badly damaged fender today can be restored to its original shape in the more progressive shops.

Another important reason why it should be done is that the process is relatively inexpensive.

From hundreds of manufacturers the total of automobile producers has dropped to around 40.

Frequent Stops Cut Average Speed 15 Miles, Tests Show

Why the motorist on long trips is able to maintain an average speed of only about 30 or 35 miles an hour, even though he travels at 45 and 50 miles an hour a good part of the time, was revealed in a series of tests conducted recently.

The tests showed that while a driver may maintain a top speed as great as traffic regulations permit while on rural roads, his average for the day will fall at least 15 miles an hour under that figure.

Cars in a test fleet were equipped with a device that indicated the miles per hour the cars traveled at all times, the number of stops and the length of time for every stop. Although it was to the drivers' interest to cover as many miles as possible, the cars stopped seven times each twelve hours for a period of seven or more minutes for each stop. When they stopped for less than seven minutes the stop was not counted.

Practically no difference was observed between the average day and night mileage, although the cars traveled over familiar roads both day and night. Highest average speed was made between the hours of 10 and 11 o'clock both day and night, although the higher average was not great. The difference in amount of traffic on rural roads at various hours of the day and night made little difference in the average mileage.

It was shown that out of the 24 hours cars were either idle or traveled at a speed of less than 25 miles an hour for 25 per cent of the time. Included in this was time required for meals and for changing drivers and for making minor repairs on the road.

As these tests were conducted on well-improved roads with which the drivers were thoroughly familiar, it is easily understood why motorists on long trips over unfamiliar roads will maintain an average speed much lower as compared to their top speed on straightaways.

There are more than 3,000,000 families in the country now operating two or more cars. Another million families are expected to be added to the total during 1929.

Indianapolis Race Called Grand Prize

Trophies to Be Awarded Winners of Memorial Day Contest.

The annual 500-mile Memorial Day race on the Indianapolis Speedway, which since 1911 has been the foremost event in the American world of automobile racing, henceforth will be titled the "Grand Prize."

This announcement comes from the contest board of the American Automobile Association, the governing body of racing.

The automobile association also announced it will award a suitable permanent challenge trophy to the winners of future races on Memorial Day. The winner will be presented with a replica and given possession of the trophy for a period of eleven months. This recognition, A. A. A. officials believe, is well deserved and will give added prestige to the greatest race developed up to this time in automobile racing history.

More than 750 different makes and models are available to the prospective motor car purchaser today.

Chart Is Blamed For Oil Trouble

Hard to Follow, Is Claim; Simplification Now in Progress.

Difficulties encountered heretofore by the motorist in his attempts to abide by the instruction book's lubrication chart are believed to have been responsible for many service station and repair shop visits. The past few years, however, have seen simplification step into the lubrication problem.

In spite of this, probably because the habit became so strong, many motorists still dodge the issue and put off oiling and greasing as long as the car performs without excessive protest.

The current year, however, should mark a great improvement. Manufacturers not only have made great advances in this respect, but they are going further in that they are educating the motorist on the subject. They are telling the car owner how simple lubrication has become. Constant reiteration will drive home the point. Automobiles can not be made to require no oiling and greasing.

The motorist's part in lubricating the car's working parts has become less and less, but the operator still has a role to play. It is such an easy one that undoubtedly many more will be likely to play it this year.

Cars Should Not Be Raced in Warming Up

After a car has stood overnight, the engine should not be raced during the warming up process. During such a period of idleness, the lubricant is drained from cylinder walls, bearings and similar points badly in need of its protection.

To run it at high speed is to subject it to the harm which comes from metal surfaces touching without the intervening layer of oil.

OUT TO MAKE STILL OTHER FRIENDS



Stutz's stylists have offered considerable progress in the design of their product. Here's the coupe.

PRESENTING the NEW STYLE WILLYS·KNIGHT SIXES

COACH $1045

Coupe $1045; Sedan $1145; Touring $1045; Roadster $1045. Wire wheels included. Prices f.o.b. Toledo, Ohio, and specifications subject to change without notice. Equipment, other than standard, extra.





"Finger-Tip Control"—a single button, located in the center of the steering wheel, controls all functions of starting the motor, operating the lights and sounding the horn. Illustration above shows button being turned for lighting.

REDUCED PRICES
On Model "56"

COACH . $945 COUPE . . $995
SEDAN . $1045 TOURING . $945
ROADSTER $945

THE MOST BEAUTIFUL, LARGEST, MOST POWERFUL KNIGHT-ENGINED CARS EVER OFFERED AT SUCH LOW PRICES!

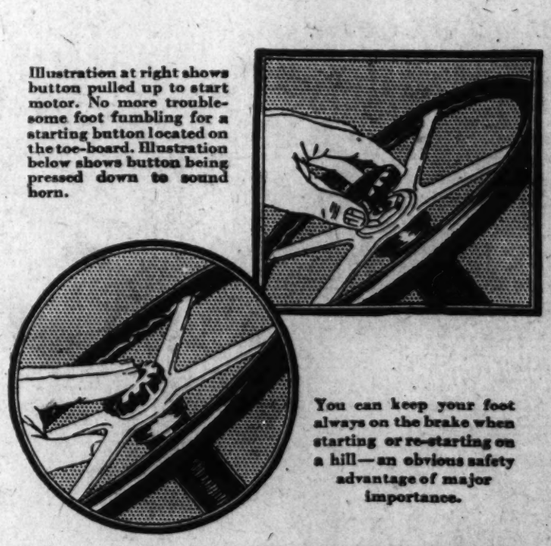
THE first showing of the new Willys-Knight Six reveals a brilliantly new car which, for smartness of line and harmony of color, can be compared only with the most expensive custom-built automobiles. A close inspection reveals perfection of detail in every appointment.

But gratified as you will be with your first view of the new style Willys-Knight Six, your deepest appreciation will come only after years of service—after you have long enjoyed the velvet smoothness, silent power, rugged stamina, sustained high speed, flashing activity, marked economy and increasing efficiency of the *patented* Willys-Knight double sleeve-valve engine.

The new style Willys-Knight Six is the triumph of fifteen years' progress—a big, beautiful and powerful car, priced so low as to be available to the thousands who have always wanted a Knight-motored car but until now have been restrained by the higher cost of its superior power plant.

See the new Willys-Knight Sixes at the Auto Show at the Washington Auditorium, Main Floor, or at dealers listed.

Illustration at right shows button pulled up to start motor. No more troublesome foot fumbling for a starting button located on the toe-board. Illustration below shows button being pressed down to sound horn.



You can keep your foot always on the brake when starting or re-starting on a hill—an obvious safety advantage of major importance.

WILLYS-OVERLAND, INC., Toledo, Ohio

New and Used Car Display Rooms
1711 14th St. N.W.

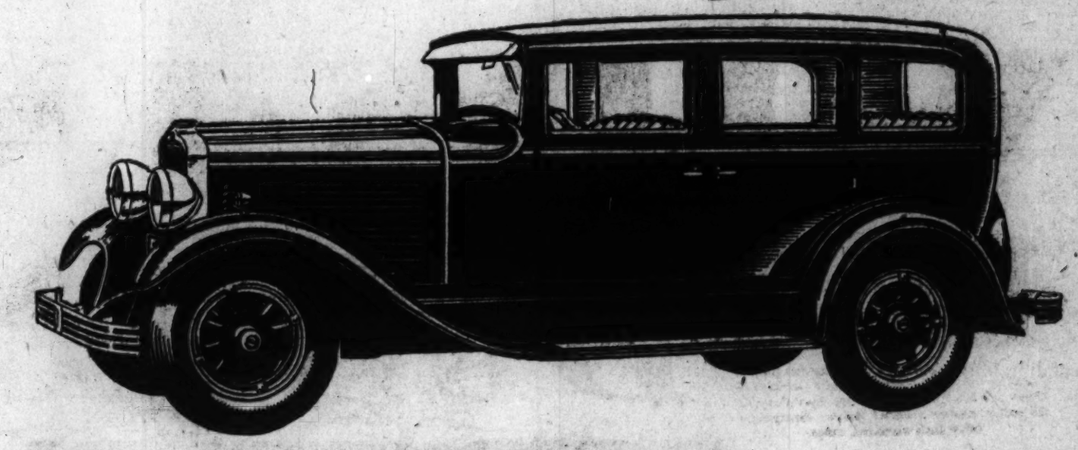
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Champlain St. at Kalorama Rd.
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HAMILTON MOTOR CO., Hamilton, Va.
Associate Dealers
CAYLOR-SPAULDING MOTOR CO., Clarendon, Va.
MONROE BALDWIN, Mitchellville, Md.
HUNT BROTHERS, Capitol Heights, Md.
CATLETT MOTOR CO., Catlett, Va.
H. S. LOWE, Brandywine, Md.
WAGGONER BROS., Vienna, Va.
COLLEGE PARK AUTO PLACE, College Park, Md.

Listen
Automobile Buyers!
A big new Six-61
at $1195

L. R. German SPEAKING
PRES. PEERLESS MOTOR CAR CORP.



AND THE NEW SIX-81

Peerless owners will find in the new Six-81 an entirely new note of vigor, agility, modern beauty and easy handling.

Everything the Peerless name has stood for in quality and service—the same sterling qualities that have always characterized the Peerless, are present to a greater degree than ever before.

Check this new Six-81 point for point against any other car on the market at any where near its price range. You'll be amazed at the actual value this car represents.

HERE'S the biggest news Peerless has ever announced. Think of it—a car that looks quality—acts quality—is quality. And at a price easily within reach of everyone.

It's the big new Six-61—a brilliant expression of Peerless ideals—a success over night—*a car for which 8236 orders were taken in a single day at the New York Show.*

Car buyers—dealers—distributors—even other manufacturers who have seen the Six-61—have guessed the price would range several hundred dollars higher.

But—

It is only $1195

Peerless invested over a million dollars in developing this car to sell at a price so low.

For it is big, powerful, roomy—larger, faster on its feet, more beautiful than any automobile that ever sold at a price approaching this.

Get out your rule and check the Six-61 specifications against those of any car in its price class.

You'll find that this car's many advantages make it an automobile such as you have never before been able to own for so small an investment.

Every graceful line, every detail of equipment and finish—every turn of the motor tells its story of quality.

SPECIFICATIONS

Engine—Six-Cylinder, 3⅛" x 4½"
7 Bearing Crankshaft
Four point rubber suspension
Force feed to all bearings
Gasoline Pump and Filter
Stromberg Carburetor with accelerating pump
Air Cleaner and Oil Filter
Clutch—Single Plate, dry disk
Steering gear—Ross Cam and lever
Propeller Shaft—Spicer grease type—Universal joints
Axles—Peerless designed Columbia type
Bearings—Timken thruout
Brakes—Lockheed Hydraulic internal expanding
Frame—Seven inch—Channel section. Bumpers integral with frame
Lubricating system—Alemite high Pressure
Shock Absorbers—Lovejoy (Hydraulic)
Seats—Full pleated, form fitting
Bumpers—Special Peerless Design
Parking Lights—mounted on Fenders
Chromium finish throughout
Colors—Rich Blue, soft tan, midnight black
Tire Rack—Special Peerless Design
Appointments—of chased metal
Bodies—Murray designed
Fenders—Full crown
Wheel Base—116 inches, Etc.

A Complete New Peerless Line

Simultaneously with the announcement of the Six-61 Peerless is introducing another new model—the Straight Eight-125. Also exhibited at the show will be the 1929 Six-81 and the Six-91 both of which were introduced within the past few months.

This means that you can have your choice of four different Peerless cars—varying in size and price—but one in quality and value.

Compare them with the other automobiles on display.

That's the only way you can fully realize the values that Peerless offers today.

Six-81 . . . . $1595 Six-91 . . . . $1895
Eight-125 Five-passenger Sedan $2195
Eight-125 Seven-passenger Sedan . . . $2295
(All prices at factory)
Bumpers extra on Standard Models

AND THE NEW STRAIGHT EIGHT-125

It is a straight eight, naturally—with all the simplicity, smoothness, power, flexibility and snap, inherent only in a car of this particular advanced type.

New body styles. New lines. New straight eight motor. New fenders. Slender radiator—chromium plated. Internal hydraulic 4-wheel brakes for safety in any weather. Broad windows. Wide vision. Roomy deep-cushioned comfort.

You must see this car to know its beauty. Ride in it to know its comfort and its power. Drive it in the traffic to appreciate its modern engineering advantages.

PEERLESS

DISTRIBUTORS

BRUCE MOTOR CORP.

R. BRUCE LIVIE, *President*

1501 14th St. N. W. — Decatur 3400

BRANCHES IN

BALTIMORE
Tom's Auto Service
635-37 N St. N.W. and 9th and O Sts. N.W.

RICHMOND
J. M. FASANKO
Baltimore Boulevard

NORFOLK

WASHINGTON
Roanoke Battery & Electric Co.
Roanoke, Va.

MOTORISTS ADVISED TO DEPEND MORE ON INSTRUMENT BOARD

Gauges Indicate Trouble in Functioning of Engine and Spotlight.

NEGLECT CONSIDERED CARDINAL DRIVING SIN

Study Will Show if Clutch Is Slipping and Tell When Motor Stalls.

The airplane pilot's dials and gauges make it possible for him to fly safely to his destination, and thoughtful motorists place the same reliance upon the instruments which the manufacturers have installed upon the dashboard of today's motor cars.

Without his gauges the plane pilot would soon lose his way and would have no knowledge of how the mechanism was functioning. The motorist also depends upon his instrument board to inform him of what is taking place mechanically. Furthermore, the careful motorist cultivates the habit of reading his instruments correctly as a means of making motoring smoother and more enjoyable.

To neglect to use instrument board consistently is regarded by experienced motor car owners as being a cardinal driving sin.

Reliance on Gauges Urged.

"Here you have a marvelously constructed piece of machinery," they argue. "It performs many functions while transporting one from place to place, and many operations must coordinate for the correct performance of the whole. Without a check upon these many units, how is one to tell what is transpiring? There is no other way but to be certain that one's instruments are correct, and then to rely upon them and to act upon their warnings."

According to those who support the view that a glance at the instrument board now and then is a highly praiseworthy practice, one of the important features of the board is the grouping of the indicators so that they can be compared with each other. The use of the speedometer is known to every motorist, but its use in conjunction with one of the other indicators by no means is so well recognized.

For example, if the speedometer shows that the car is traveling at 20 miles an hour, and the ammeter needle is in the position where it would ordinarily be for a speed of 30 miles an hour, the driver is being given a warning. If the oil pressure gauge shows a pressure that would be customary for a higher speed, the driver has a basis for assuming his clutch is slipping.

Many of the new cars have the motor heat indicator on the instrument board, registering the temperature of the engine block rather than the radiator. In the case just given this instrument also would indicate trouble.

The ammeter tells whether the stoplight signal is operating. Every time the foot pedal is pressed down the ammeter needle flickers.

The ammeter also tells whether the engine is stalled or idling calmly when one is driving in noisy traffic. Some motors are so quiet that it is difficult to tell under such conditions whether they are running or dead, and a mistake may be a source of embarrassment when traffic starts again. All this can be avoided by learning to watch the ammeter. The needle will flicker a little so long as the engine idles. When it stalls the needle will stand quietly in a discharged position.

From the oil pressure gauge the motorist can tell just how cold the motor is and also the condition of the oil. Here, however, he may have to take into consideration what he already knows of the weather, his mileage and other conditions.

When the quality of the oil is low—that is, when it is diluted with gasoline that has leaked past the pistons—the pressure gauge will not register as high as usual. On a hot day, of course, a drop in the pressure would have to be taken less seriously.

Fresh oil in the crankcase will show a higher pressure at all times, but when the car has been standing out in the cold the temperature of the engine is indicated also by the high-pressure reading of the gauge.

Indications of Trouble.

The gasoline gauge on the dash makes it possible to compare the reading of the odometer with the gasoline consumption. If the driver hits a pace of 30 miles an hour and finds a gallon disappears after a distance of 10 miles, whereas his normal mileage is 15, he knows there is something wrong. It may be that his tires are too low or that his carbureter is out of adjustment.

The gasoline gauge sometimes will tell something of the character of the road. Its reading dial will be very much disturbed over a rough road, and in some arrangements the grade of a hill can be judged by the driver.

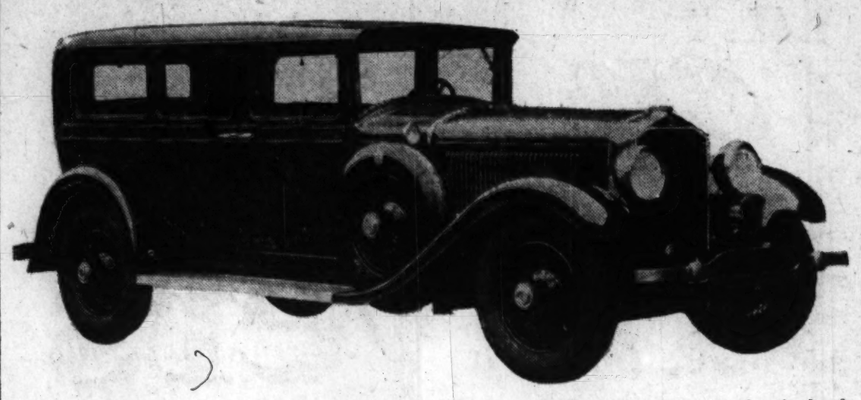
In climbing a hill the level of the gasoline in the tank is changed so that the float that controls the instrument-board gas gauge is disturbed accordingly. The instrument may thus register more gasoline or less. A little investigation will tell the driver quickly which way the indicator goes when climbing hills or when descending a hill, and a little practice in judging conditions from the instrument often will make driving easier.

Since making use of the gas gauge for this purpose one driver says that he is surprised to discover how often he misjudges the grade of a hill when depending upon his vision. Naturally he does not strain the engine.

The instruments are on the board to be used, and the more practice one has in using them the less mystery there is to the operations of the engine and its allied units.

The instrument board is more than a decoration. It is a guide to the car's performance. The gauge of a driver's skill as an engineer of his car is largely his ability to interpret the dials that face him when he is at the wheel.

RATHER MORE LUXURIOUS THAN LITHE IN LINES



The only eight-cylinder sleeve-valve engine on the American market is that housed under the hood of the Stearns-Knight, of which the sedan is shown above.

Looking Over the Cars

Some of the Points You May Have Missed

BY THE OBSERVER

Higher power, greater speed, larger and more roomy bodies—and all for less money than cars ever cost before. That is the tempting menu that the automotive industry is holding before the world today. Just how emphatically true is this statement can be determined by a trip along any town's automobile row. Look at the car behind the show window and then compare it with the model of the same make standing parked at the curb. It is this kind of comparison that lets the observer in on the secret—if there is a secret—of the automotive industry's superiority to all competing enterprises.

• • •

In introducing its 125 series eight, Auburn holds to its conviction that there is no need to change a pleasing body design. The bodies of the new car, in appearance, are almost identical with those offered during the last few years.

• • •

Looking over these cars, one may recall the thought of a few years ago, that automobiles would have to be made smaller so that more of them could be tucked along the curbs between intersections. Yet, time has proved that motor buyers think of cars with respect to how they run and not how small a parking space they require. Parking is a problem, no doubt, but we buy cars first to use them and not to stand them by a curb.

• • •

In its "attention-getting" campaign in the trade press prior to the announcement of the new Blackhawk, Stutz at least gave an idea of what the car was to look like. Silhouette and the final product turned out to be one and the same in line. The observer, for one, is convinced that an illustrated secret is even more provocative than one not illustrated.

• • •

Molded brake linings seem headed for still wider use this year, judging by what has happened since the new cars bowed their way into the limelight. That, of course, does not mean the issue over their superiority as compared with woven linings is settled. There may be switches all along the line for some time yet.

• • • •

It is impossible not to notice the tires when looking over the cars today. Every time the observer catches a manufacturer's name in this way it calls to mind the report that the next big merger in the automotive field will throw three of the largest tire producers into one organization. Financially, it will be quite a merger, when and if it comes to pass. The question, though, seems to be more one of "when" than "if."

• • • •

Because it looks as if it had a bright future, mention has to be made of the new rayon product that is going to be used as upholstery for automobiles. A creation of the Du Pont engineering staff, it is said to embody possibilities in color that are expected to be especially interesting to women. As if men were not just as much interested in color!

• • • •

When General Motors' name appears at the bottom of an ad that starts out "3 out of 5," one is startled by the thought that the corporation may have gone into the pyorrhea business. When one reads on to find that that proportion of cars are used cars, one realies that apparently many think this type of transportation is worth looking over. It is, indeed.

• • • •

"Make the rear look rich" is one of the guiding impulses of today's automobile designer.

• • • •

"More eights" is one of the subjects most prolifically discussed at this time of year when automobile shows are among the season's big social fiestas for every one in the community. For the last three years, the greater numerical strength of the multicylinder car has come fairly close to eliciting chief interest in the annual displays. The situation reached a point that every time a preshow surprise announcement was made it brought a first guess that the announcer had an eight up his sleeve. The national show this year was no exception. The gain made by this type is so rapid and so steady that the $800 "eight" much discussed recently, probably is closer than is generally realized.

• • • •

Essex's proud statement these days, that it involves 76 improvements, certainly goes far to prove the point that no detail is too small to attract the interest of the engineering department. Incidentally, it is interesting to note that Essex is one of the early adopters of the vacuum booster in its fuel induction system. If memory serves correctly, Franklin started it.

• • • •

When it became known that the new Roosevelt was to be manufactured by Marmon and that it would sell at less than $1,000, there was some assuagement of the curiosity built up by the mysterious announcements. After that, all that was left to the imagination was what it would look like, how many cylinders it would have, how fast it would go, and a few similar details.

• • • •

One of the really surprising "eight" announcements was that Pierce-Arrow is to assume this form. Always in the fine-car class, Pierce-Arrow represented one of the few big cars holding out for six cylinders.

• • • •

Further evidence of the specialist's better position in motor car making is found in the recent change in Ford policies. Whereas the Model T was entirely homemade in Dearborn and elsewhere, the Model A is going outside for various important parts. Batteries, bodies, tires, and starters, once of Mr. Ford's own creation, are now being bought, in part, at least, from outsiders. Thus the whole industry recognizes the advantages of the specialist in many fields.

• • • •

The thermostat is getting to be more useful all the time. In addition to that type widely used in controlling the cooling solution, a new use has been found for the device in a recently developed dydraulic shock absorber. The thermostat in this case varies the orifice through which the liquid flows in direct relation to the viscosity of the liquid. Its purpose is to compensate or the tendency of the absorber to absorb less as it gets hot from excessive work.

• • • •

The American motor car market looks good to foreign car makers, too. Lancia comes across from England to join Rolls Royce in being assembled in this country.

• • • •

Phaetons appear destined to run roadsters a fairly close race for beauty honors this season. The designer seems to have determined that, open cars being easier to make beautiful, he will go further than ever in this direction. Admitting the importance of personal opinion, the observer, looking over the new Hudsons, hands the beauty palm to the phaeton.

• • • •

Something to speculate about: Who will be the first popular-priced car maker to introduce central chassis lubrication? Nash and Auburn have brought this feature into the medium-price class. It is almost certain to invade the still lower tiers—and at not such a remote date, at that.

(Copyright, 1929.)

NOW, SPEAKING OF GAY CABALEROS



Si, si, senor, this is the sedan coche that bears the coat of arms of DeSoto, the youth seeker.

Teaching of Safe Driving Again by Dealer Advocated

That automobile dealers and salesmen have placed in their hands singular opportunities to teach safe driving methods and manners to bad drivers is the contention of a leading figure in the automotive industry.

If dealers, he says, would realize the importance of not making final delivery of their cars until the new owners had been taught to drive them correctly, every one concerned would be greatly benefited. Besides giving instruction of proper handling of the wheel, dealers could make it a point, also, to instruct the novice in matters of road etiquette, politeness and traffic regulations.

In the older days of the automobile industry an important function of the automobile dealer or salesman was to give driving lessons to purchasers or prospective purchasers. Now, however, it is stated by the executive in question, too many dealers neglect this task and deliver new cars without inquiring sufficiently into the buyers' driving ability or knowledge of speed and traffic laws.

It is asserted that many accidents would be eliminated if dealers would again adopt the strict policy of teaching correct driving. And many times, moreover, it is said, the poor driver places the blame for mishaps or accidents on the mechanism of his car, when in reality the fault was in his own driving ability—or, more correctly, his driving inability. Even the most perfect piece of machinery will not stand misuse.

New Cars Should Run At 25 Miles an Hour

Running-in a new engine should be done cautiously and one's dealer recommends holding a new car within 25 miles an hour for the first 1,000 miles for very good reasons. There are microscopic grooves left by the grinding machine on cylinder walls when they are made.

The surfaces of the pistons also are pitted by the lathe tool. When the engine becomes hot, these surfaces will touch each other. Intensity of resulting friction, therefore, must be held to a minimum.

Automobile registration in 1895 was four cars. Today registration stands at above 23,000,000 motor vehicles.

Crankcase Oiling Should Be Often

At First Operation Change Should Be Made After 250-Mile Run.

In the successful operation of a motor car proper lubrication is of paramount importance at all times, it is emphatically agreed by all automobile service authorities. Furthermore, they assert that the wise driver insures himself against inferior grades of oil by dealing with reliable concerns.

Factory tests show that crankcase oil should be changed at the end of the first 250 miles of operation and again at 750 miles. After that, new oil should be substituted for the old at every 1,000 to 1,500 miles. The levels of transmission and differential greases should be checked frequently and the grease examined from time to time. A general lubrication of the chassis is also required now and then; air pressure of the tires kept at the point recommended, and the battery solution at the required level.

Motors, generally speaking, must be broken in gradually, and the driver who takes the road to smash all existing speed records while the first few hundred miles are being registered on his speedometer usually must expect to pay in grief and repair bills when the thousands are reached. Service departments too often are looked upon as necessary evils by the average car owner. If the driver would only obey the few simple rules of the manufacturer, laid down after exhaustive tests and years of research in the automobile industry, his troubles would soon approach the vanishing point.

Circuit-Breaker's Use Explained to Motorist

Because they do not read their instruction books as avidly as they might, many motorists are totally ignorant of the circuit breaker with which their automobiles may be equipped. The circuit breaker, located back of the ignition switch, is designed to take the place of fuses.

In the case of a short circuit, its contact points open and close, making a clinking sound. When the click occurs, cut off the switch. Otherwise, the battery will be quickly discharged.

Slams Will Break Windows.

Needless expense for replacing broken windows may be avoided if one sees to it that the glass is altogether up or down when doors are in use. A half-open window will break if the door is slammed hard.

Research Scientists Crowd Automobile Laboratories

Every Branch of Labor Also Represented in Manufacture and Improvement of Motor Cars; All the World Contributes Material.

Virtually every form of scientific research and every branch of labor is represented in the highly refined products of today's motor car laboratories and manufactories.

So asserts G. M. Williams, head of Marmon, pointing out the vast ramifications resultant upon the constant, unceasing efforts to make of the automobile the most efficient, the safest, and the most luxrious mode of individual transportation in the world's history.

"Though it is the function of the automotive engineer to develop and perfect new and more efficient points of design and construction, it also is his duty to keep abreast of advancements throughout the world of science, for often in some remote corner of the earth a new idea may have an important effect on the automobile industry, Mr. Williams says.

To draw an illustration, Mr. Williams shows that even the half-savage native in far-off Africa who finds a better way to remove the gum from a rubber tree is a contributor to the progress of America's greatest industry. Most manufacturers, he points out, maintain a board of engineers which regularly collects and analyzes reports from all branches of science.

All Countries Contribute.

"If there is a country in the entire world or a State in the entire United States that does not contribute substantially to the automotive industry in products, brains, or even unskilled labor, I do not khow its name," Mr. Williams says. "The savage in Africa or South America, gathering the gum from rubber trees, later to be exported to the United States for tires, is just as important a contributor to the efficiency of the automobile as is his better paid cousin in a giant factory who carefully fits pistons into the cylinder block of an engine.

"Southern European countries have sent their unskilled labor to America. There are the tool and gauge experts of the Scandinavian countries who have contributed in no small way to the exact science of measurement that is used in building automobile engines. There are the woodsmen who send material for body and interior woodwork, and the countries and districts which supply the array of metals, such as iron, nickel, aluminum, copper, brass and silver, are as important contributors as the laborers who gather wood and silk in various corners of the earth to serve as the basis for upholstery and fittings.

"This list might be extended greatly, but to my mind even more important is the manner in which the automobile industry looks toward new inventions, methods, ideas and developments. It has been said that the brains of 100,000 men are apparent in the modern automobile, and I believe it is no exaggeration.

Have Board of Engineers.

"Practically every automobile factory maintains a board of engineers for the purpose of keeping in touch at all times with the progress being made in every industry allied to the automobile and with every industry which has even the most remote possibility of supplying some contribution to the motor car.

"Merely the fact that spark plugs are used in the engine of a motor car means that the ceramic industry is vitally interested in the automobile industry. Ceramic chemists are at work continually to evolve a better formula, perhaps, for the production of the bit of porcelain insulation of each plug.

"Probably no group of scientists has furnished more contributions to the automobile, or is more keenly interested in its development, than metallurgists. Their contributions number into the many thousands; babbited bearings, special alloys for pistons and piston rings, experiments to find stronger yet lighter metals suitable for chassis and bodies and chromium plating are but a few of the contributions of metallurgists. In the field of electrical engineering there is another group of scientists who have contributed such important features as head lamps, ignition, the magneto and tail lamps. The work of rubber chemists and paint chemists is plainly seen. In addition, hundreds of contributions have come from clock and instrument makers, woodworkers, glass workers and many more.

"It is the duty of the board of engineers to know what is going on always in these varied industries and to be ready to change an entire manufacturing or assembling department on a moment's notice if some new development is made which obsoletes the one already in practice.

Improve Machinery.

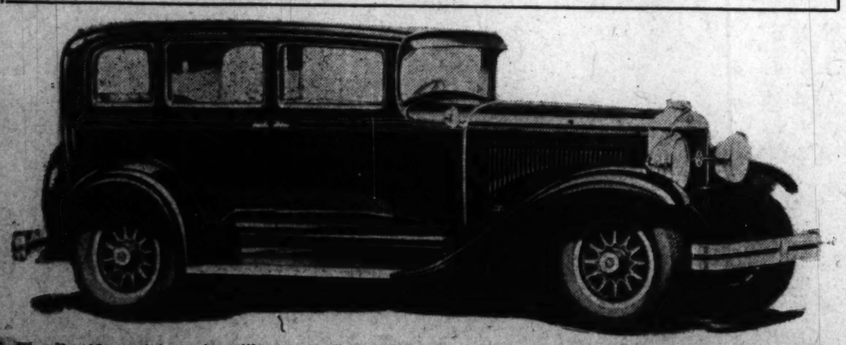
"There is almost as large a group that busies itself with planning, making and improving machinery to make the various parts of an automobile. Into this group falls those inventors who make the marvelous gauges to which parts are held to insure precision workmanship. Another group works on time and labor saving machinery—figuring out how some new machine can do better work with less man power, or how a plant may be rearranged for more efficient production.

"Mathematicians and physicists, too, have important roles to play in the manufacture of the automobile. They must be able to figure out correctly such things as the horsepower necessary to efficiently pull a motor car of a certain weight, or how much unsprung weight a car must have in order to insure safe, comfortable riding.

"During the last two decades another group of pioneers has been giving invaluable contributions to the automotive industry. That group consists of the race drivers, engineers on their own merits, who test from year to year the improvements made by all industries for the automobile. If such improvements survive the gruelling speedway tests they are meritorious enough to be placed on the regulation automobile.

"I do not believe that any product manufactured has as interesting a life history or family tree as the automobile. Archimides, the famous Greek physicist, has contributed to it. So has Newton. The automobile makes use of the discoveries and inventions of Franklin, Edison, and the others, as well as those exclusively of its own."

LARGEST MEMBER OF A LARGE AUTOMOTIVE FAMILY



The President eight sedan, illustrated, is the largest of the numerous models that issue from the Indiana sector of the industry. Body lines show important changes.

DE SOTO SIX

A CHRYSLER MOTORS PRODUCT



Seven body styles priced from $845 to $955. All prices at factory.

Sedan—$885 at factory

The Newest Car at the Show is Five Months Old Today

The De Soto Six made its bow to the American public during August of last year. It is now five months old almost to a day.

Among the low priced sixes on display at the Automobile Show, there will undoubtedly be new models, shown for the first time. Curiosity alone will impel you to see them.

When you have, and while all their elements of newness are fresh in your mind—go look at the De Soto Six.

You will find De Soto the newest car at the Show—new in style, new in beauty, new in luxurious comfort and riding ease.

And you will begin to appreciate that the very elements of newness now emphasized by others in the field of low priced sixes were embraced in the design and construction of De Soto, five months ago.

Chrysler leadership in engineering and manufacturing expresses itself in the De Soto Six with a finality that is beyond quibble or question.

MAYFLOWER MOTORS, Inc.

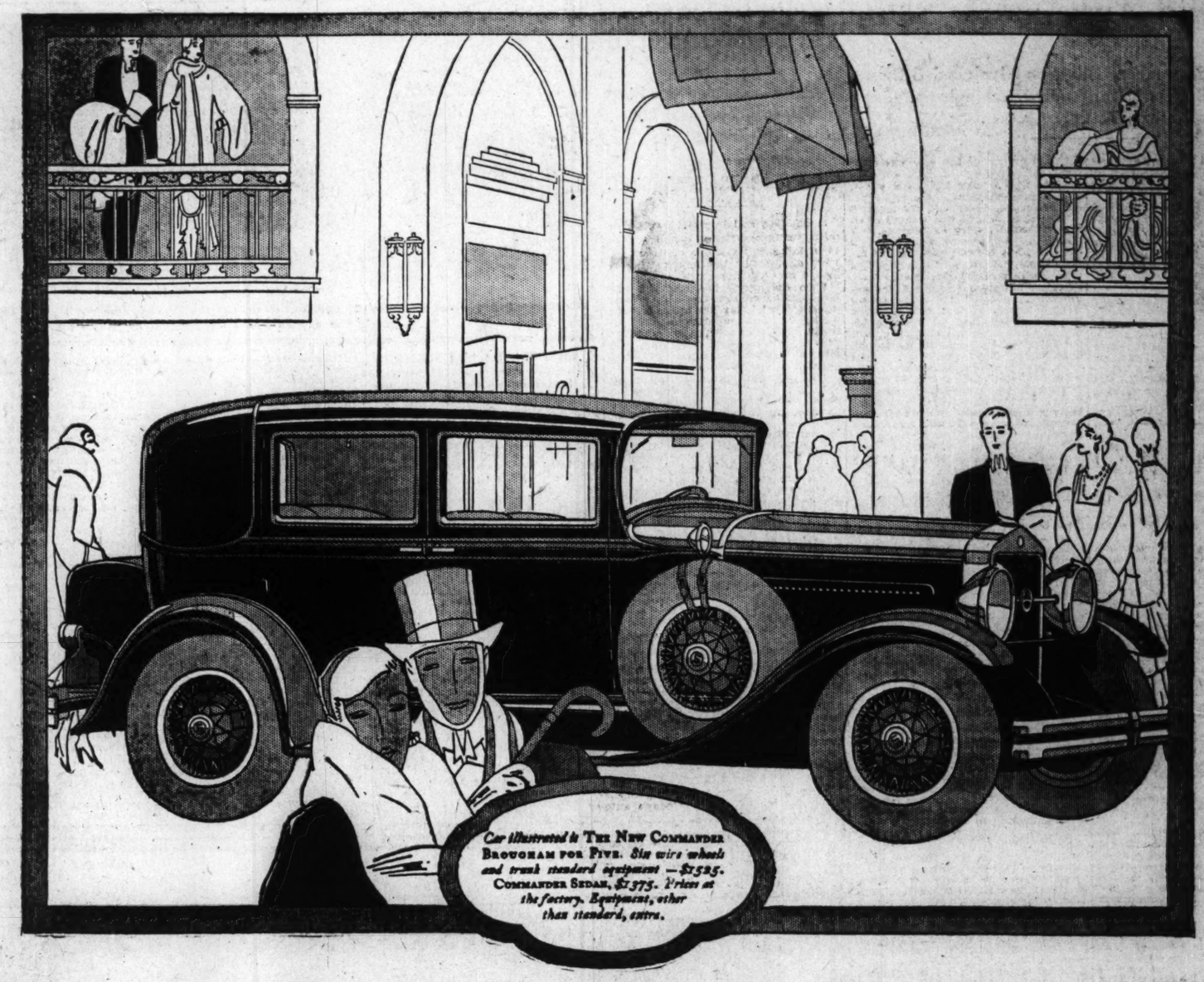
2819 M Street N.W. Phone North 1104

Associate Dealer

Moreland Motor Co. *Waldorf, Md.*

Moncure Motor Co. Quantico, Va.

Roney Motor Co. *Frederick, Md.*



Car illustrated is THE NEW COMMANDER BROUGHAM FOR FIVE. *Six wire wheels and trunk standard equipment—$1525.* COMMANDER SEDAN, *$1375. Prices at the factory. Equipment, other than standard, extra.*

A NEW AND FINER COMMANDER
at a still lower price!

STUDEBAKER introduces *the greatest motor car ever built and sold at its price*—a new and still finer edition of the world-famous Studebaker Commander.

$1,350 *at the factory*

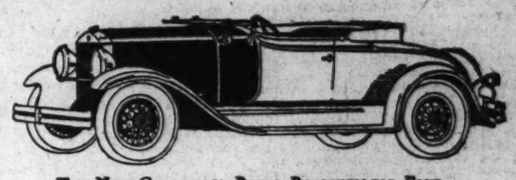
Worthy heir to the many laurels of its gallant predecessor which traveled 25,000 miles in less than 23,000 minutes, this new Commander is even finer, more brilliant in performance, more beautiful in line and curve and color. Yet its price, reflecting the savings of Studebaker's unique One-Profit manufacture, is lower than ever!

The new Commander is easier riding, more comfortable in seating, steadier on the road at high speed. Studebaker's new ball bearing spring shackles, larger hydraulic shock absorbers, wider, deeper cushions and lower, double-drop frame, provide supple, pliant travel-ease. Safety steel-core steering wheel, non-shatterable windshield and smooth amplified-action brakes enhance your safety. New carburetion, new manifolding, new sureness of starting in cold weather—these are typical refinements of these superb cars.

New color themes, new smartness, new power and good manners, characterize each of Studebaker's four great lines of motor cars, which hold *every* official record for speed and endurance. World Champion President Eight, New Commander, Dictator and Erskine Six—each offers performance, comfort, appearance, outstanding in its price class. Each is a champion—and a Studebaker. There are no finer motor car credentials.



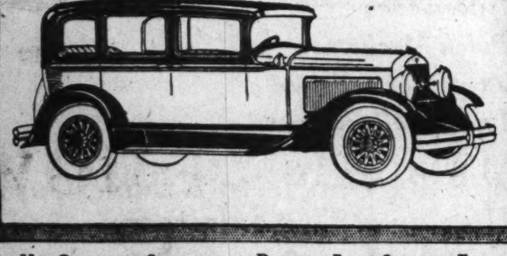
NEW PRESIDENT EIGHT CONVERTIBLE CABRIOLET FOR FOUR—*$1895. Folding top converts this smart closed car into an open roadster. Rumble seat—six wire wheels and luggage grid standard equipment. Houdaille hydraulic shock absorbers. Other President models from $1785 to $2575. Prices at the factory.*



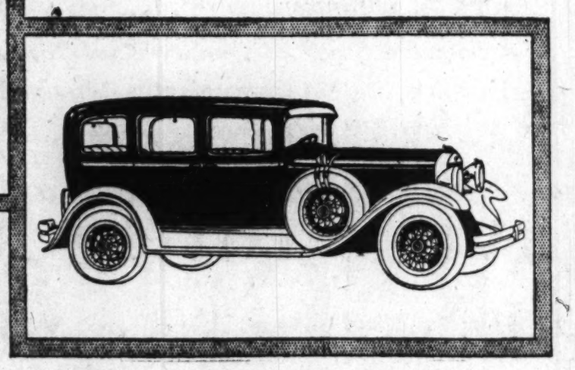
THE NEW COMMANDER REGAL ROADSTER FOR FOUR—*$1450. Non-shatterable folding windshield. Five wire wheels standard equipment. Rumble seat. Genuine leather upholstery. Hydraulic shock absorbers. Other Commander models, $1375 to $1525. Prices at the factory.*

STUDEBAKER

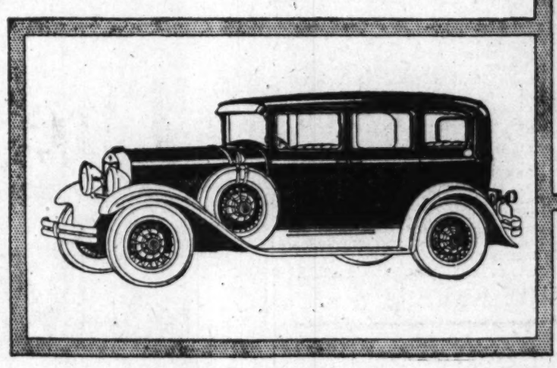
Builder of Champions

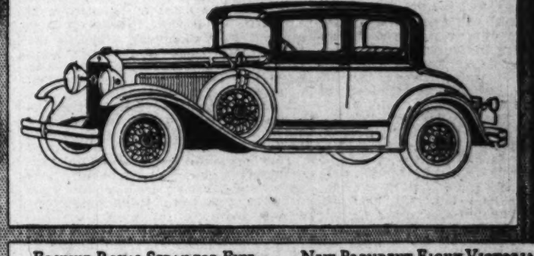


THE NEW COMMANDER SEDAN FOR FIVE—*$1375. This four door sedan is unapproached in value. Adjustable front seat. Non-shatterable windshield. Other Commander models to $1525. Prices at the factory.*



DICTATOR ROYAL SEDAN FOR FIVE—*$1395. Champion of its price class—5000 miles in 4751 consecutive minutes—hydraulic shock absorbers ball bearing spring shackles—six wire wheels and luggage grid standard equipment. Other Dictator models from $1265. Prices at the factory.*





ERSKINE ROYAL SEDAN FOR FIVE—*$1045. Finest, fastest car under $1000—official A. A. A. record of 1000 miles in 984 minutes—six wire wheels—luggage rack—hydraulic shock absorbers. Other Erskine Six models from $835. Prices at the factory.*

NEW PRESIDENT EIGHT VICTORIA FOR FOUR—*$1895. Six wire wheels standard equipment. Ball bearing spring shackles and Houdaille double-acting hydraulic shock absorbers. Other President models from $1785 to $2575. Prices at the factory.*

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Sales	*Maintenance*	*Sales*
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BUS LINE EXPANSION SWEEPING COUNTRY WITH 92,000 IN USE

Services Operating 5,000,000 Miles a Day, With Fares Totaling $1,000,000.

IMPROVEMENT IN DESIGN INCREASES POPULARITY

Four Companies Now Operate Transcontinental Lines on Fixed Schedules.

From a few awkward, ungainly, uncomfortable "rubberneck" vehicles that were neither wagons nor buses, but simply trucks with open bodies and rows of leather seats, there has grown up in this country a giant industry which has become one of the great passenger carrying agencies of the Nation, sometimes supplementing and sometimes supplanting street car lines and railroads.

The bus industry is one of the lustiest of the numerous progeny of the automobile industry. Beginning its development later than many of its fellows, it has made up for lost time by doing in a few years what it has taken others many to accomplish, and by rolling up for it a record whose factual and statistical story is astonishingly interesting and impressive.

Its high lights, particularly with reference to developments of the immediate past and present, are covered by Carl W. Stocks, editor of Bus Transportation, in an article in the New York Times.

Million a Day in Fares.

"Practically every mile of our State highway systems now is covered by common carrier buses," he says. "The service operated approximates 1,800,000,000 miles annually, or about 5,000,000 miles each day. The traffic handled is close to 3,000,000,000 passengers, who annually expend $350,000,000 for the service, or about $1,000,000 a day.

"There are approximately 92,000 buses in operation in the United States. On January 1, 1928, there were 85,636; in 1927, approximately 79,806. Slightly more than half of these 92,000 buses are used in common carrier service—that is, are operated over regular routes on a definite schedule. Nearly 35,500 vehicles operate in service between cities. In some cases routes are from 200 to 300 miles in length. Four thousand buses are employed in interstate operation. In addition, 12,000 buses are used within cities for local service requirements.

"Buses are operated by 300 electric railways or their subsidiaries. This service calls for 9,500 vehicles. The steam railroads are using more than 1,100 buses in various classes of service.

"The industry investment in rolling stock (in buses alone) totals $500,000,000; in terminals, garages and shops, $95,000,000. The recent completion of a $500,000 bus maintenance shop in Philadelphia, largest of its kind in the world, which has facilities for handling repairs on 1,000 vehicles annually and for servicing 75 simultaneously, indicates the importance adequate maintenance is assuming in the minds of operators. More shops of this type, with full maintenance facilities, will undoubtedly be provided in the near future. At the present time there are about 8,500 shops and garages in which bus equipment is serviced.

Public Called "Bus-Minded."

"So much for the statistics of the industry. They furnish some idea of the extent to which travel by bus has caught the favor of the public. No one today questions the 'bus-mindedness' of the public. As has already been indicated, however, there are elements in the situation which far outweigh in importance mere physical growth.

"There is, for instance, the trend toward the development of larger bus systems. Ambitious intercity companies ar busily acquiring operating rights in almost wholesale quantities, either by establishing new lines or buying those already in business. The Yelloway Pioneer System, extending from New York to San Francisco, for example, is said to be the longest bus line in the world. It now owns and operates 9,000 miles of route, all of which has been developed from a successful company on the Pacific Coast.

"This organization makes it possible to travel by bus from New York to Portland, Oreg., via Los Angeles, riding all the way in vehicles owned and operated under the responsibility of a single company. Other extensive cross-country systems have been built up in the last year around the Greyhound Lines, an operating company with headquarters in Chicago, and the Pickwick Lines, centering in Los Angeles.

"Similar groups of lines are being developed throughout the country and more satisfactory service is resulting from this trend. In New York, the Colonial Coach Lines are planning practically to cover the entire State so as to make travel by bus between almost any two points within it a possibility.

Fare Lower Than on Trains.

"It is interesting to note that the demand for long-distance transportation by bus comes, in a great measure, from a portion of the public that never traveled before. These people travel now because they can ride in buses at a fare lower than the day-coach train fare. Speed of travel is not an important consideration with them. Thus it may be said that the bus is increasing the total transportation demand. The average long-haul bus fare, by the way, is at the present time approximately 2¼ cents a mile.

"The trend toward unification, which is so apparent in the intercity field, is also evident in city service. A definite tendency toward a limited form of monopoly of public transportation service is to be noted. Not only bus operations, but the other forms of local common carrier transportation service, including in some instances taxicab operations, are being brought under a single financial control.

"There are 82 cities in the United States with more than 100,000 population. In only eighteen of these cities are there bus systems operated by other than the electric railway companies. This fact alone is an indication of the changes taking place in the field of local transportation since the days of the 'jitney.' Each year sees an increasing tendency for a single transportation company in each city. Such a tendency is evident in New York City today.

Control of Lines Divided.

"In the cities with a population of more than 1,000,000, including New York, Chicago and Detroit, major bus operations continue in the hands of companies not controlled by the local electric railways. In cities with a population of from 250,000 to 1,000,000, major bus operations have passed into the same hands as those of the electric railways, except in St. Louis, Jersey City and Cincinnati. The same trend is found in a majority of cities of from 100,000 to 250,000 population.

"Independent bus companies are now found in but ten of the group of 53 cities within this population class. In most cities of less than 100,000 population, where railways have ceased operation, buses have been substituted. Buses have not supplanted street cars in any city with more than 30,000 population. Paterson, N. J., a city of 135,000, is the exception to this statement. At the present time buses are used for local service in 400 cities. In about 75 of these 400 cities there is no other means of organized transportation.

"The number of companies engaged in operating buses will ultimately be reduced from 7,000 to one-half or one-third of that number. At the same time, of course, the number of routes operated in all types of service and the number of buses engaged in service will continue to increase.

Long-Haul Lines Developed.

"Progress has been made in the application of the bus. The long-distance field, for instance, has been entered by bus operators, and it has been during 1928 that this class of service has had its greatest growth. Four companies now offer transportation by bus across the Continent. Another company covers the main north and south highways east of the Mississippi River through interline ticket arrangements with connecting or controlled lines at the more important centers. Further development is needed, but the interline ticket-selling practice has made it possible to travel by bus on a single ticket between practically any two important cities in the country.

"Night runs are increasing in popularity and have become almost universal on the longer routes.

"The public has indicated preference for continuous travel, often up to 1,000 miles without change of vehicle, with elimination of overnight stops. The sleeping car bus, too, has become a reality, and it is my opinion that 1929 will see a good start toward the use of this type of vehicle. In many cases, when nighttime comes, sleeping car buses will be available for those who desire to use them at rates approximately those charged for Pullman accommodations less the railroad surcharge. Passengers who do not desire to take advantage of sleeping facilities will continue their journey in comfortable reclining seats in the regular 'parlor-car' type of bus for daytime travel.

Use for Sight Seeing Extended.

"Motor buses are becoming increasingly popular as a means of summer travel, and railroads are using buses to open up new sight seeing territory. Approximately 17,000 miles of sight-seeing bus routes were operated in the 1928 tour season, and it is estimated that more than 5,000,000 persons were carried in the 3,000 buses engaged in this type of service. Tours operated range from 'rubberneck' trips in the city of a few hours duration to long-distance journeys of one and two weeks. Local sight-seeing service is provided in 60 cities of the United States. The longer tours are principally of the 'all-expense' variety, where the fare includes meals and hotel accommodations.

"Six railroads are now engaged in operating highway tours, offering side trips to scenic points along their lines hitherto closed to train passengers. One transcontinental railroad operates a three-day, all-expense, bus tour through the historic Pueblo district of New Mexico. Passengers board buses directly from trains and are returned to trains three days later. Guides, familiar with historical and geological facts of the region, conduct the trip. Similar tours are operated by railroads in Colorado, Utah, Arizona, California and Oregon.

"Long-distance tours in the East follow well-defined routes, which are altered but slightly from year to year. Niagara Falls, the White Mountains, Montreal, Boston, New York, Atlantic City, Philadelphia, Baltimore and Washington are favorite points of interest to motor-bus tourists in the East, while the national parks attract touring throngs in the West.

Railroads Operating Buses.

"The steam railroads, too, are finding use for buses. The New England Transportation Co., a subsidiary of the New York, New Haven & Hartford Railroad, together with the Northland Transportation Co., a subsidiary of the Great Northern, are among the largest operators of intercity bus service in the United States. Both companies expanded their service in 1928. The Reading, on many of its lines in the Philadelphia commuting district, has substituted bus service in the non-rush hours. The Pennsylvania Railroad has applied to the Commonwealth for permits to operate an extensive intercity bus system in the southern tier counties of Pennsylvania. In Arkansas, the Missouri Pacific and the St. Louis Southwestern have bought existing intercity lines for welding into complete systems. Both the Southern Pacific and Union Pacific are attempting to eliminate outside motor-bus competition with their steam lines by themselves operating buses. The coming year may see further expansion in the use of buses by the steam railroads.

"Buses to the number of 9,521 are now operated by 300 electric railways over 16,577 miles of route. These companies include most of the large and progressive electric railways in the country. The majority of the others, not now operating buses, are small properties or are interurban railways. It is apparent that the adoption of the motor bus by the street railway industry has been not only widespread but has occurred in a remarkably short period of time. On January 1, 1928, there were 272 electric railways operating buses. While the number of companies is increasing only slowly, the number of buses operated continues to increase with greater rapidity. In September of last year there were 1,281 more buses operated by electric railways than there were in September, 1927. This means that the amount of service rendered by these bus operating companies is increasing in direct proportion to traffic demands.

Bus Designs Improved.

"Much of the increased popularity of the bus as a medium for travel is due in no small measure to improvements in design. In the last five years the motor bus has undergone many important changes both in its mechanical structure and its appearance, all of which have increased the general efficiency and dependability of the vehicle. Greater passenger comfort, too, has been a most important consideration. The present-day parlor car with its luxurious appointment and improved riding qualities compares favorably with other de luxe means of travel. The bus of today is a far cry from the crude vehicles of a few years ago.

"These had high frames, stiff springs and engines designed for high power output at low road speed. More noise than speed was often a feature. Within the intervening period the bus has reached its present high plane of development, possessing the speed of a high-powered automobile and the stamina of a truck.

"Six-cylinder engines—and more recently an eight—that respond instantly to the throttle have replaced the slow-speed truck engines. Improved braking systems and steering gears have made for safety and ease of operation, while developments in springs, shock-absorbing devices and tires are other major contributions that have made for better riding qualities. Then, too, noises incident to operation have been reduced to a minimum or eliminated. It is these and other advances in motor-vehicle engineering that have, in a large measure, been responsible for popularizing the bus."

New Roads 20 Feet Wide Aim.

Road builders are endeavoring to construct highways in conformance to standards of width. New roads are built not less than 18 feet wide, and in the case of important thoroughfares, 20 feet is the builder's aim.

Only 31 Makes in First National Automobile Show

Was Held in November, 1900, and Included 8 Steam-Driven and 8 Electric Types; 15 Had Single-Cylinder Motors; Tests in Garden.

What was the first national automobile show, held 28 years ago in Madison Square Garden, New York like? And the cars in it, and the reception accorded it all?

The answer to the question is especially interesting now that all Washington has its eyes focused upon the sumptuous display at the Washington Auditorium, which is the National Capital's 1929 automobile show.

One observer equipped with a long memory, steps forward to tell the new generation what happened in that small motor world of yesterday at the turn of the century. Here is the story as it is told by Frank N. Nutt, for many years identified with the industry in an engineering capacity, and now affiliated with the AC Spark Plug Company. Incidentally, Mr. Nutt at one time was chief engineer of the Haynes Company, now defunct, but whose name is honored as being pioneer in American automotive circles.

Anyway, here's what he has to say about that first automobile show:

"The first show was held November 3 to 10, 1900. Thirty-one different makes of cars were shown. Eight were steam driven, eight electric and fifteen by gasoline motors. Twelve of the fifteen gasoline cars were fitted with single cylinder motors, two with two cylinders and one had three cylinders.

"Out of the 31 makes of cars then on display 4 are still being made.

"Power plants with one or two exceptions were located inside of the body and under the front or rear seat.

"The steering wheel made its appearance on one or two cars, one commentator saying editorially 'a few have adopted that foreign freak, the wheel, which is inconvenient and complicated and can not compare with the lever.'

"The show, which was sponsored by the Automobile Club of America, was an unqualified success, and the club came in for a lot of praise for the efficient manner in which it handled 'New York's real automobile show.'

"One publication contrasted the exhibition with the farce held in 1899 when a dozen vehicles were gathered together and palmed off as an automobile show, at which vigilant guards prevented visitors from kneeling to look under the carriages—and promptly sent away anyone exhibiting too much intelligent curiosity.'

"In addition to viewing the cars the visitors were treated to test demonstrations in the Garden. These tests were designed to show that the cars would run and could be steered and stopped.

"It is interesting now to recall some of the specifications of cars at the 1900 show. Here are a few:

"Tops—Mostly none; some canopy. Fenders, or mudguards—Metal frame with patent leather sewed over the frame. Windshield—None; used goggles. Steering gear—Stick or lever; one or two had wheels. Springs—Full elliptic or long semielliptic. Lamps—Kerosene; carbide with gas and water tank a part of the lamp; electric on electrics. Drive—Chain. Signal—Mechanical and electric bells. Ignition—Make and break; one or two with jump spark. Instruments—No speedometers, ammeters nor gauge."

AMERICAN AID URGED IN FOREIGN MARKETS

Industry Expected to Point Way to Economical Auto Transportation.

BIG YEAR IS PREDICTED

Upbuilding and improving economical motor transportation abroad as well as in this country is one of the major tasks confronting the American automobile industry this year.

With the steady betterment in international relationship, a greater world market today lies before the industry here. Manufacturers and, directly and indirectly, the American people, are bound to benefit, since "our industry has long since leaped its own national boundary lines."

"It has already succeeded in pointing the way to reduced transportation costs and improved manufacturing methods to certain European countries," it is shown by Charles W. Nash, head of the organization bearing his name. "It has fostered international good-will to the point where 35 nations sent representatives to the national automobile shows, and it has stretched a fairly efficient merchandising organization across the world.

Surface Only Scratched.

"In all of these progressive steps, however, it has little more than scratched the surface of the world demand for American-made cars. There remains the need for American enterprise to take a definite lead in making the automobile as great a unit of general utility in the various countries of the world as it has at home.

"Basing my opinion on recent personal observations in Europe, which included a tour of the northern European countries, inspections of several volume production factories, visits to both the Paris and London automobile shows and conference with automobile men from more than a score of countries, I believe we may expect great progress in the export market during 1929. This business is undoubtedly growing rapidly.

"It is only natural that, as American exports increase, our overseas competition will grow stronger. Such a condition is a healthy sign for motorists of the world, for keen competition, whether at home or abroad, reacts to the benefit of the public in the lowering of prices, improvements in quality and increase in prosperity.

"I found that in the last year there has been a general improvement in European motor car design, although the American industry is credited with remaining comfortably in advance mechanically and with developing some of the most important new features of the manufacturing year. The volume producers in Europe, thanks to adoption of American-made machinery and reduction of production costs, have been able to reduce prices of their cars to a considerable extent.

"The bigger foreign manufacturers and we in America are thinking more nealy along the same lines of design this year than ever before.

"These advancements in Europe, to my mind, promise better overseas markets for the American industry. Awakening of foreign manufacturers presages an increase in foreign prosperity and closer cooperation for us in the pioneering of motor transportation in lands where the automobile is still a luxury. There can be no question of a European invasion of the American market, but there are infinite possibilities in the mutual benefit that can be derived by manufacturers of the world cooperating in opening new market outlets.

"Opportunities for the growth of motor transport are evident in the undermotored condition of most countries. Compare the United States, with approximately five people to each automobile in actual use, to Germany with approximately 200 per motor vehicle, Spain with 256, Poland with 1,500, Australia with 161, Chile with 217, and so on up the scale to China with 21,600 to each motor vehicle, and the task ahead of world manufacturers will be apparent.

Market in South America.

"In South America, for example, the promotion and growth of good roads has opened a monster market, which should be materially improved for American manufacturers this year as the result of the goodwill tour made by President-elect Hoover.

"At home I can see nothing in general economic conditions that should make us expect a slowing down of the inspiring industrial march which brought new high production and sales records for the automobile industry in 1928. With a four-year record of splendid business back of us, it seems to me that we are in a position to enjoy a continued period of prosperity.

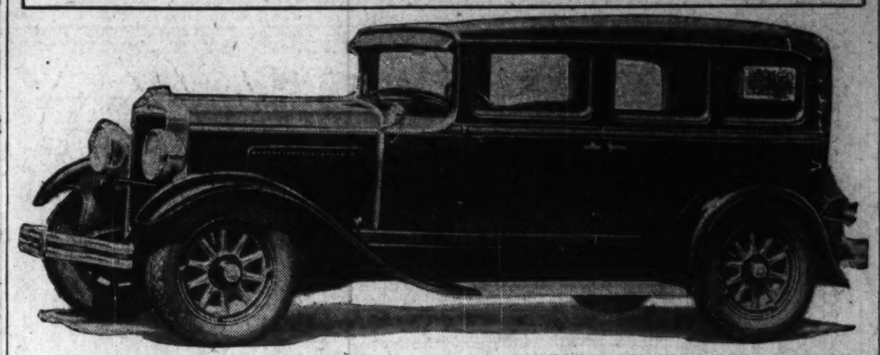
"There are now more than 20,000,000 passenger cars and nearly 3,000,000 trucks registered in the United States, and the year's automobile production exceeded by a comfortable margin that of 1926—the peak year in the industry's history.

"To balance this great achievement there are now some 600,000 miles of surfaced highways in the United States—100,000 more miles of pavement than were available to motorists a year ago, and the State and national highway programs promise another $1,000,00,000 highway year for 1929. Highway widening, improvement in city street facilities, grade separations and other improvements all combine to increase the American market for automobiles and to add materially to their utility, while the increase in per capita wealth and continued prosperity furnish the resources for continued buying.

"One of the most interesting revelations in the year's review lies in the fact that nearly 1,000,000 families in the United States who possessed only one car a year ago now own two automobiles. This great increase in auxiliary automobile ownership brings an estimate that more than 3,000,000 American families now own and operate two or more cars, and indicates the extent of the "second car" market.

"In summing up, I can see no reason to expect other than a sound, prosperous year to come for the automobile industry both at home and abroad. The conditions of the country generally are good. American farmers are more prosperous than they have been in years past, and face sympathetic cooperation in solving their problems by the new administration. If American business men will control their enterprises along sane, economical lines, and continue to build even more value into American products, and if labor continues to meet its vital responsibility in keeping business steady and normal, we are bound to enjoy very satisfactory times in the year to come."

REFLECTS PLEASANTLY THE GRACE OF THE PERIOD



Refinements are numerous among the various models of the Peerless line of sixes and eights. The 6-81 sedan in the picture shows the revision of body lines.

STYLE CONSIDERED KEYNOTE FOR AUTO

Improvement From Original Clumsy Cars Credited to Women's Demands.

LUXURY HELD ESSENTIAL

Style is the keynote of the hour in motordom.

This opinion, obviously held by so many in the automobile industry today, is shared most emphatically by F. H. Rengers, an official of the Gardner organization.

"Style," Mr. Rengers asserts, "has brought the automobile up from a clumsy, unattractive appearing vehicle to the most luxurious method of personal transportation known in the history of the world. And, this transition is due almost entirely to woman's demand for style, to her inherent refinement and to her true sense of the fitness of things.

"A motor car designed purely along utilitarian lines is not any more acceptable today than wearing apparel designed purely for service is acceptable, except for certain specific uses. Both must be designed to meet the demands of style, the requisites of which are dictated at regular intervals by the prevailing trend and are carried out by style authorities in the great capitals.

"Style is a dominant factor in the automobile world today. No longer is it considered a nonessential. Instead, it is given a place high up among the cardinal requisites that go to make up the ultramodern method or means of personal transportation which we know as the automobile.

"That many, many motorists are style-minded is clearly seen when one stops to consider the amazing improvement made in the interior and exterior appearance of automobiles, both as regards coachwork and fitments in the past decade.

"Man is a creature of comfort and generally is not nearly so concerned with the matter of appearance in motor cars as he is with their comfort and mechanical features. But woman not only insists upon comfort but upon comfort plus good appearance, color, artistry in decoration and luxurious interiors, requisites that have today elevated the smart automobile to the realm of real art.

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EVERY DAY IN THE YEAR

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—Open 24 Hours Every Day With Complete Service
—Spacious Fireproof Storage With Every Convenience
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—A Selected Stock of Quality Used Cars Attractively Priced
—A Filling Station Conveniently Arranged and Well Equipped

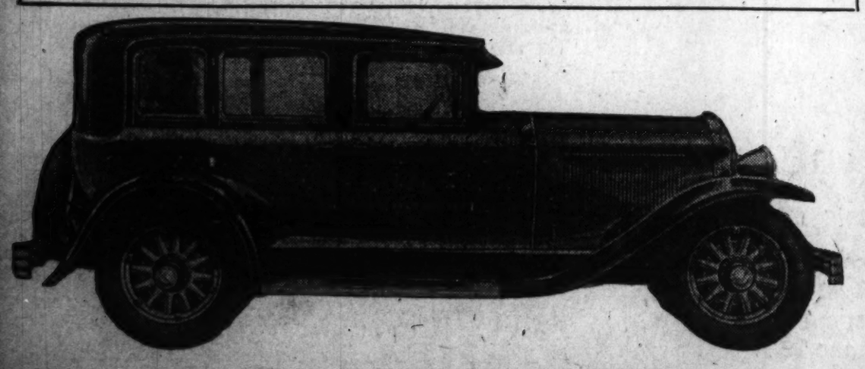
Owing to Limited Space at the Auto Show We Will Be Unable to Exhibit Our Entire Line There, but All Models Will Be on Display at Our Salesroom.

EMERSON & ORME

Sales VALVE-IN-HEAD Buick MOTOR CARS *Service*

Seventeenth and M Streets N. W.

TO BE SEEN ALL OVER THE BROAD MOTOR REALM



Buick always has promised that it would build the better cars. Its silver anniversary year has been marked by three new lines. The 47 sedan is a sample.

SAFETY PROMOTION IS GREATLY HELPED BY AUTO BUILDERS

Manufacturers Are Making Many Contributions Toward Removing Dangers.

LOW GRAVITY CENTERS ARE CURB ON SKIDDING

Four-Wheel Brakes, Now Universal, Render High Speed Nonhazardous.

Safety as an important factor in motoring progress has not been overlooked by the manufacturer. On the contrary, he has given a great deal of thought to making the modern automobile as free as his skill permits from the hazards which are inevitable in the complex mode of living in the twentieth century.

But, some may ask, why should the manufacturer be expected to interest himself in traffic safety? Does he not have enough to occupy his attention with the production of sturdy vehicles which will prove their worth to any owner?

To picture the motor car builder as a worker in the field of safer motoring may appear foreign to many a motorist's conception of the manufacturer's interest. It may seem to lie rather in the direction of designing and producing a car that has tremendous speed, limitless power, and an attraction for the eye which will lure a person into its ownership.

And yet, the way the objectio. is phrased immediately supplies the answer. Everyone expects the manufacturer to build a well constructed car. The reason is not only that it will prove serviceable, but also that it will be safe to drive. And that is one consideration the car builder keeps in mind.

The manufacturer is a stanch advocate of safety. If he were not, he would not be doing many of the things which he has done with this one purpose in mind. He feels quite naturally a responsibility which he is endeavoring to fulfill.

Part Makers Can Play.

The builder is making his contribution to safety in the way he can do it best. Of course, he can not influence the driver to avoid taking those foolhardy chances which so frequently end in disaster, nor can he stand between the pedestrian and danger when that individual casts caution to the winds. The manufacturer, too, is unable to widen streets and make them more adaptable to the mounting volume of street traffic, but he is in a position to put on the streets and highways a type of vehicle which will hold driving hazards down to a minimum, and that is just what he is doing.

Now, let us proceed to see wherein the manufacturer has succeeded. It is not sufficient, of course, to make the broad statement regarding his efforts and let it go at that. It would not be doing justice to him, nor would it be enlightening.

Before looking into the mechanical advancements accomplished in the interest of safety, let us begin with the exterior of the car, where development is most apparent.

Compare the closed car of today with its predecessor of a few years ago. At that time posts were broad, and while many motorists may have achieved considerable muscular development in trying to crane their necks in several directions trying to see around them, so to speak, the situation left much to be desired for the attainment of clear vision. Now all is changed. The narrow posts on either side of the windshield leave as small a blind spot as materials and design permit so far.

Lower Gravity Center Helps.

Now, stand off and look at the car as a whole. Whether open or closed, it is closer to the ground, so close, in fact, that one no longer needs to take a step to the running board as the car stands parked at the curb. What does this have to do with safety? Simply this, that the whole car is given a lower center of gravity, and nothing could be more important with power and speed increasing.

Despite its development, the motor car still must obey the fundamental laws of mechanical motion, and they hold it subject to the inherent tendency of moving bodies to fly off at a tangent when making a circular motion. The lower car, however, holding its mass closer to the roadway, is better able to combat this tendency.

While on the subject of bodies, one should not overlook the increasing use of nonshatterable glass. Accidents will happen, as the saying goes, and when they do, the manufacturer is endeavoring to see to it that hazard will be at a minimum.

Going inside the car, one finds easier steering an item on which the builder's attention has been riveted. Finger-tip steering, so-called, is the effect toward which he has worked, so that it becomes increasingly easier to change the course of the vehicle and so to quickly move it out of danger's path.

Freedom from fire hazard is another feature to which attention has been given. If one considers the vast number of automobiles in use today, the relatively smaller number of fires at once show the progress achieved in protecting the car from defective electrical wiring and from fires caused by ignition of the fuel tank. In many cars this has been achieved by placing special protection around this unit.

Strong Frames Promote Safety.

Greater safety likewise has been achieved by definitely strengthening the frame. This groundwork of the car, so to speak, is made of pressed steel, and is the foundation which supports the power plant itself as well as the transmission, steering, body, fuel tank and similar units. The manufacturer has constantly added to its strength, not only in design and materials, but in the addition of further cross members wherever possible.

Acceleration has been utilized to good effect in the accomplishment of greater safety. The motorist is wont to look upon speed as the very antithesis of safety, yet it can be made one of its strongest supporters. The car that can accelerate with lightning-like efficiency is the one that will clear an intersection or cross a car track when danger creeps up unawares.

It is only the abuse of this facility which leads into danger. In itself it is one of the greatest safeguards which the manufacturer puts at the command of a car owner. The human element, quite definitely, is the unknown quantity that may make a motorist come a cropper, but the car builder can not in the wildest flight of imagination be held responsible for another's sin in that regard.

The man behind the car also has given motordom the high compression engine, which gets away quicker, moves faster and has the golden capacity of accelerating with greater surety. In this respect, the manufacturer has given the motorist a protection in addition to his brakes. As the car moves downgrade with acceleration cut off, brakes no longer are the sine qua non which stands between the driver and disaster.

And this brings the enumeration of safety factors in design to one of the greatest of them all, the brakes themselves. Volumes might be written about the manufacturer's achievements in this connection, but the main facts stand out in bold relief. In the days of two-wheels brakes, the act of stopping a car left much to be desired. It stopped, of course, but frequently after sliding for a distance beyond the margin of safety.

Then came the manufacturer in 1924 and doubled the braking mechanism by placing it on four wheels instead of two. A short, quick stop replaced the uncertainty which formerly prevailed. Quite naturally, four-wheel brakes were not perfect at the outset, but the car builder has continued to work in that direction, until they have attained amazing efficiency. The four-wheel brake has swept the field until it has gathered into its fold all who are at the task of production. Nor has it been confined in its development. Its application is found in connection with mechanical, hydraulic, and, to a limited degree, to air braking systems. Where a motorist might formerly stop his car within 20 feet at 20 miles an hour, he now is able to stop in little more than that distance at 35 miles an hour.

A few of the advantages of the four-wheel brake in the light of safer driving may be cited. Quite apparent is the fact that they make moving at higher speed safer. But the manufacturer, besides realizing that this is more and more an age of speed, has thought of the welfare of the motorist in other ways. The four-wheel brake reduces the skidding hazard. It equalizes the braking strain on all four wheels and it lengthens the life of the tires. This latter effect has a safety phase in that it permits driving with good tires that much longer.

Mental Strain Removed.

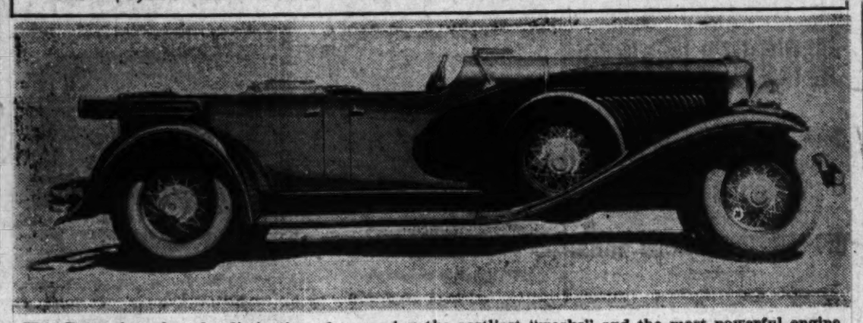
By removing so many of the physical hazards, the car maker has removed many of the mental hazards of driving an automobile. There is a heightened feeling of confidence in the motorist of today which was not possible less than a decade ago. The fact that the driver knows that he can stop sooner, accelerate faster, steer easier and with greater precision means simply that he can feel safer in the knowledge that he has a car that will do his bidding. Even the attention which has been given to the design of the steering wheel in some cars contributes to safety achievements. It is narrower and fits the grip of the hand better, so that a firm hold upon it is made more certain.

The displacement of the wide posts leaves such a small blind spot in the vision of the driver that he no longer must feel that there may be objects closed to his sight. Improvement in headlighting also has made night driving a practice of greater safety.

These instances mentioned are sufficient to sketch with a few bold strokes the picture of the manufacturer's accomplishments in the interest of safer motoring. In brief, it places the issue squarely up to the motorist. In effect, the maker says, "I have done my part, now you do yours by driving my car as safely as you can."

Upon second thought the car owner of today may well remark that instead of the modern automobile being merely a powerful, fast and beautiful car, it is the safest in motoring history.

AN $8,500 CHASSIS UNDERLIES THIS RACY PHAETON



This Duesenberg has the distinction of possessing the costliest "works" and the most powerful engine to be found on any stock car built in America.

Proving Grounds Provide Latest Laboratory Type

Test Drivers Wear Out Cars That Makers May Learn Weaknesses Before They Fall Into Hands of Buying Public.

Many elements have entered into the spectacular advancement and improvement of automobiles, but few are more important today than the comparatively new idea of proving grounds.

A number of the larger manufacturers have laid out these outdoor laboratories and by their use are able to study the operation of their cars and those of their competitors under all kinds of operating conditions and at all speeds.

Since the beginning of the automobile industry, manufacturers have made "road tests" of their automobiles—observing them in actual service for any defect. But the tests necessarily were limited in their scope. The drivers were compelled either to respect speed laws or to take the consequences in behalf of their companies, and even then the proper condition could not be found.

One of the biggest of the automobile concerns several years ago conceived the idea of its own set of roads and grades and proceeded to lay out and arrange the proving ground. It had every conceivable type of highway—straightaways of smooth concrete; straightaways of rough, bumpy road; stretches of ghastly mud holes, a modern speedway oval with turns banked as steeply as many of the professional racing bowls; water hazards which the machines might "ford" at all speeds; sharp turns and grades of all percentages and lengths.

Today hundreds of automobiles run over the various sections of the course day and night—literally being "worn out" so that the engineers may find weaknesses and determine strength. Cars of all makes are bought and put on the grounds for testing purposes, so that the company may study the advantages of competing designs and endeavor to improve upon them. On these roads are seen everything from the high-priced American and European cars to the lowest-priced machines on the market, all being driven as they never are driven in ordinary service.

There is a corps of drivers who do nothing but sit behind steering wheels all day long and all night long, working in shifts, wearing out the cars and keeping the various recording instruments in order.

During the last year or so other companies have taken up the idea and now the manufacturers have discovered that they can accomplish much more in their own "yards," rather than on the public highways, where traffic and local laws always must be taken into consideration.

These proving grounds are most interesting places, and the visitor sees in one hour more real action within their confines than he would find on a crowded road in a week. He sees everything from painful travel over terrible roads to speeds around the century mark on the speedways.

In other words, before an automobile goes into the hands of an owner, types just like it, taken at random from assembly lines, have proved their ability to stand up under the most terrific punishment it is possible to give them.

Viaduct Cost Would Be Put On City, Not Realty Owners

Advocating the bridging of streets at busy intersections as a matter of general aid to traffic, the street traffic committee of the National Automobile Chamber of Commerce in its monthly bulletin holds that improvements of this sort should be regarded as part of the regular city plan rather than as a levy on abutting property owners.

Specific examples of such overpasses built by general financing are reported in St. Louis, Los Angeles, Chicago, Detroit and New York.

Progress in accident prevention is indicated in several of the large cities of the country by the motor fatality figures for the twelve months.

Pittsburgh has the best comparative record with 170 fatalities this year compared with 209 a year ago. New York, for the first time, had a decline in its motor fatalities dropping from 1,095 to 1,071. Detroit registered a decrease from 398 to 351. San Francisco from 159 to 135.

Though Boston fatalities increased by two in 1928, a total of 133 for this city's record compares very favorably with all of the other large cities of the country. Boston has the lowest fatality total of the twelve largest cities, although it ranks seventh in point of size.

"Much of the inertia with respect to building highway grade separations has been due to the fear on the part of abutting property owners that the improvement would be assessed on their land," said Robert P. Page, jr., member of the street traffic committee of the National Automobile Chamber of Commerce, commenting on the data of the report.

"This apprehension is rapidly being dissipated, however, because experience in different cities indicates that there is little disposition on the part of city authorities to finance the grade separations of streets in this manner.

"While street widening projects have frequently been assessed partially upon adjacent property, it is recognized that the passing of one street above another at busy intersections often saves the city the cost of entirely new highway projects. Furthermore, this grade separation is of special benefit to traffic which is anxious to get through that particular area, and consequently the improvement being a general benefit is not primarily a specific aid to any one locality."

Fate of Industries Rests on Research

Discoveries by Laboratories May Profoundly Affect Great Businesses.

It is generally agreed among observers that research along chemical, physical or engineering lines can and will do one of two things to almost any industry—wipe it out altogether or transform it into a strong, lusty, growing unit of the economic structure. Many notable illustrations of this fact are to be found in the industrial history of the past few years.

The kerosene lamp gave way to gas. Gas, in turn, yielded the scepter to electricity. The industries producing oil and gas were not wiped out, of course, but research had to reveal to them other fields in which to find public demand for their products. Refrigeration now is undergoing a metamorphosis. A new process for the production of wood alcohol completely obliterated a productive process that represented an investment of millions upon millions.

No industry is secure against the genius of the chemist, the physicist or the engineer. At any moment he may make a revolutionary discovery that will result in the scrapping of a universally used commodity. The most intelligently directed industries recognize this fact. They guard against the danger by doing their own research. They make their own discoveries, so that no group may rear a new structure upon the foundation they have laid.

Such an industry, it is pointed out, is that involved in the fabrication of automobiles. Research is a paramount part of every motor-making concern. It is an industry built upon science, nourished on science, and protected by scientific research. Instead of leaving the field of research to the outsider, various units of the enterprise have guarded it for themselves to allow, plant and harvest.

In its research in both technical and marketing fields lies a large part of the explanation of the motor car industry's rise to preeminence among the industrial efforts of the modern world.

Two Precautions Given on Fan Belt

With regard to the fan belt, car owners are given two precautions—don't let the belt get too loose and don't adjust it too tight. The result is a temptation to ignore the fan belt altogether.

An idea that might be helpful to the motorist in a quandary is that between too high and too low a tension on the belt the former is to be preferred. In many cars the entire cooling system is operated by the belt, for in addition to rotating the fan it directly or indirectly drives the water pump.

TOURISTS ARE HELD TO BE DODGING CITY

A. A. A. Survey Discloses 70 Per Cent Dislike to Meet Traffic Problems.

OFFICIALS' HELP SOUGHT

A majority of motorists avoid cities while en tour, according to the American Automobile Association.

The question, "Do you prefer to avoid cities while touring?" was addressed to thousands of motorists in every State of the Union by the A. A. A. Out of every 100 persons who answered it, 71 categorically declared that they preferred to avoid urban areas wherever possible.

The reasons adduced for this decided preference on the part of motorists were as follows:

Reluctance to run the gantlet of city congestion.

Inadequate sign posting of through streets.

Loss of valuable time.

Confusion regarding traffic regulations and consequent traffic hazards.

Lack of parking space.

Commenting on this diagnosis, Thomas P. Henry, president of the A. A. A., asserted that while congestion is a deep-rooted national ailment, the basic trouble is unnecessarily aggravated by other traffic diseases which can be readily cured by the cities themselves.

Sees Malady Aggravated.

"Let us concede at once," he said, "that congestion as such is a deep-rooted national ailment for which no wholly adequate prescription has yet been forthcoming. But why aggravate this condition by permitting other traffic diseases to flourish?

"Why can't our large cities, for instance, mark their through highways and the important turns leading to these? Failure to do this results in the visiting motorists often floundering helplessly through the whirlpool of city traffic and serving to intensify the confusion and the danger. Also it is well worth the while of all cities to consider what can be done to provide parking space for the strangers within their gates.

City Heads Aid Asked.

"The motor tourist is today an important factor in the creation and distribution of national wealth, and failure on the part of city officials to give consideration to ways and means of expediting the passage of the visiting motor caravan through the urban areas is resulting in the loss of millions of dollars of business annually. If the difficulties of transit were less, there is no doubt at all that the majority of motorists would prefer to see and often stop over in the cities on their route. They realize full well that in passing them by they miss much of interest and educational value.

"The longer the cities delay in eliminating as much as possible the difficulties that confront the visiting motorist, the more imperative will become the demand for belt lines around cities, against the establishment of which business interests have in many instances protested. The answer is to make the cities easier for the motorists to pass through."

SEASONAL HINTS

Keep an eye on the bolts that hold the new license plates. The nuts are more likely to work loose on new bolts than after they have rusted fast. The ease with which this can happen often is lost to sight because it probably was necessary to shear the nuts off when changing tags.

When there is snow on the ground, drop back into second gear sooner than usual and drive a little faster in this gear before shifting into high. Momentum is lost much more quickly when the streets are snowy and good driving calls for allowing a higher margin of speed while shifting gears.

It is well to remember that better traction is to be had in driving through snow or over ice if the tire pressure is lower. It should not be too low, however.

Do not be afraid to bury the front wheels in snow when parking. So long as the rear ones are free, there is no danger of getting stuck.

Safety officials credit traffic signal lights with the marked diminution of mishaps at highly congested intersections. Rigid police supervision is another factor.

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The new
WESTINGHOUSE Brake Amplifier
Adopted by the
Washington Railway and Electric Co.

Every modern car needs this same remarkable tip-toe brake control and smooth stopping power.

The Westinghouse Brake Amplifier, a unique device which may be attached to any braking system in just a few hours, uses power created by your car's own motor to give you such a brake. With it the slightest toe pressure is enough to apply the brakes smoothly, with immense strength and with amazing effectiveness. There is no physical braking effort and practically no strain or fatigue in handling a car equipped with this instant, smooth braking device.

One thing we wish to make especially clear. Under no circumstances can the Westinghouse Brake Amplifier interfere with or decrease the natural efficiency of your brakes as they are now installed on your car; you can *always* be certain of positive stopping ability.

It is not a braking system, but rather a reservoir of braking strength to use on your existing brake system. It is a reservoir of power-to-stop, just as your engine is a reservoir of power-to-go.

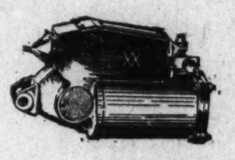
The Westinghouse Brake Amplifier, easily the greatest improvement in brake control since the introduction of the motor car, makes braking a pleasure. So sensitive that even the tiny foot of a child can control the heaviest car perfectly, this modern device has given the woman driver more perfect brake control than the most powerful man could possibly have with a car not so equipped. Women can now maneuver the largest cars through the heaviest traffic without nervousness or exertion . . . tiptoe stopping control provides a wide margin of safety that no driver can afford to be without.

The Westinghouse Brake Amplifier can be installed on your car with no change in your standard brake mechanism. Try it for two weeks. Only personal experience can convince you of the wonderful improvement it makes in the convenience, safety and pleasure of driving. We will be glad to demonstrate the Westinghouse Brake Amplifier. Try this new power-to-stop today. Drive in, or better still, call North 8076 and we will be pleased to come to you at your convenience.

Washington Railway & Electric Co. Adopts Westinghouse Brake Amplifier for Its Buses.

One of the greatest endorsements the Westinghouse Brake Amplifier could possible receive has been its adoption by the Washington Railway and Electric Company for use on its coach fleet, after the severest tests under every possible condition of actual driving practice.

No organization is better qualified to judge the most needed improvement in driving control—in braking ability—than this company. Operating one of the most modern coach systems in the country, it is one of the most progressive in its efforts to increase the efficiency and safety of its service. Modern driving conditions—the hazards, trials and delays of modern city traffic—have led the Washington Railway and Electric Company to adopt the Westinghouse Brake Amplifier as the simplest, surest means of improving stopping control.



The Westinghouse Brake Amplifier is no larger than the average battery, may be installed on any car in just a few hours without disrupting its standard brake mechanism. Truly a remarkable device, it reflects the high standards of its manufacturer, The Westinghouse Air Brake Company, whose research and development in the braking field have attracted world-wide attention for more than a half century.

WASHINGTON RAILWAY AND ELECTRIC COMPANY
14TH AND C STREETS, NORTHWEST
WASHINGTON, D. C.

January 25, 1929.

J. H. STEPHENS
SUPERINTENDENT OF RAILWAYS

Mr. L. S. Jullien,
1443 P Street, N.W.,
Washington, D.C.

Dear Mr. Jullien:

In reply to your inquiry concerning the operation of the Westinghouse Brake amplifiers which we installed on four of our Z type 29-passenger Yellow Coaches, I wish to advise that we are convinced that we should go forward and equip the remaining 36 of this type bus.

Reports from our Bus Operating Department indicate that this device makes for smoother and more effective stopping control, comfort to our patrons, and also requires less manual effort on the part of our bus operators.

In view of the foregoing the Company believes that by the installation of the Westinghouse Brake Amplifiers it is providing an additional factor of safety to our patrons.

Yours truly,
J. H. Stephens,
Superintendent of Railways.

See It at the Automobile Show—Spaces E & J

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HIGH-SPEED ROADS GAINING FAVOR AS AID TO TRAFFIC SOLUTION

Separated Courses, Usually Elevated, With Crossings Eliminated, Built.

MAKE PRACTICABLE USE OF HIGH POWER IN AUTOS

Drives in Chicago and Plans for Raised Roads in New York Herald Trend.

While automotive engineers are building greater power and efficiency into today's motor cars, the vast popularity of the automobile as a transportation medium has brought about a condition of congestion, particularly in thickly populated communities, under which it is becoming more and more difficult to use the speed and power which modern ingenuity has made such an integral part of the vehicles now on display.

Therefore, the day of elevated or separated highways is not far distant. As a matter of fact, the advance guard of the new era is present in various forms in the largest cities.

These and many other points pertinent to the whole problem of street and highway congestion in its direct relationship to the motorist and to motor car use generally are made by Dr. Miller McClintock, director of the Albert Russell Erksine Bureau for Street Traffic Research, Harvard University.

Example in New York.

"The most striking example of this recognition (that is, of the need for new physical developments in street and highway construction) is to be found in the recent approval for construction of the West Side Highway in Manhattan," says Dr. McClintock in an article in the New York Times. "An equally important recognition of the principle of rapid traffic highways is to be found in the completed construction of portions of the outer drives along the Lake Shore of Chicago. At the present time it is possible for traffic from the south to approach within a short distance of any part of the Loop district at speeds equal to those which can be maintained over the better types of open country highways.

"This condition has been brought about by the construction of highways free from the interference resulting from grade crossings. The utility of the Chicago outer drive has been so marked that studies are now being conducted throughout Chicago preparatory to the design of a comprehensive system of rapid traffic highways which will serve all portions of the city.

"The elevated highway bears the same relation to automotive transportation in American cities as elevated and subway rapid transit lines bear to mass transportation. It is fair to say that the definite recognition of the economic necessity for this type of construction will have a most significant effect upon the economy and efficiency with which motor cars of all classes may be operated into and out of congested centers.

Elimination of Crossings.

"A similarly noteworthy principle of highway design which has gained definite recognition during the past year is that of highway grade crossing separation at congested intersections. Where physical conditions are favorable, such separation can eliminate permanently the accident factors and delay factors otherwise involved in a crossing at grade.

"So marked has been the progress in railway and highway grade separation that it is surprising that the principle of separating important highway routes has been put into practice so rarely in the past. The coming year will show many millions of dollars expended upon such separation projects. Some of the most comprehensive plans are to be found in those developed by the Cook County commissioners and the aldermanic committee on elevated highways and grade separations in Chicago, and by the metropolitan planning division in Boston.

"The obvious utility of this type of construction in the elimination of congestion and accidents makes it inevitable that its use will grow very rapidly in the future. It is not too bold to prophesy that, within the next decade, it will be possible to travel between many important American cities at an average speed of 60 miles an hour, and under conditions of much greater comfort and safety than is now experienced. Under such conditions, it will be possible to utilize to a much greater degree the speed potentials which have already been built into motor cars by the automobile industry.

Terminals Are Needed.

"As with rail transportation, automotive use in the more congested centers is confronted with a terminal problem. Rapid traffic highways and other facilities designed to carry larger volumes of traffic at higher speeds will be of little use unless their construction is accompanied by the building of automobile terminal facilities in the form of central district garages, suitably located and ample in size to care for the increased parking demand.

"Increased speed is of little benefit to motorists if all of the time saved must be spent in attempting to find a parking space. A few years ago it was difficult for promoters to interest conservative investors in central district garage construction. This situation has materially changed. Financial interests now recognize that garage structures properly located are quite as stable and conservative an income investment as are office buildings and similar structures.

Zoning Rules Factor.

"At present one of the chief difficulties in garage location and construction is to be found in limitations imposed by zoning rules. Many of the early zoning restrictions relating to garages were justified when such buildings were used partly for machine shop purposes which made them undesirable neighbors, and were operated in such a manner as to offer serious fire hazards. The modern type central district garage is quite as attractive in appearance as any other building. That modern storage garages are not undesirable neighbors is indicated by the fact that they are now often incorporated as integral parts of hotel and office building structures.

"During the last year the cities of Detroit, Boston, Providence and New Orleans have established traffic engineering divisions as a part of their regular administrative machinery. This brings the total of city traffic engineering agencies in the United States to ten, the other cities being Los Angeles, San Francisco, Chicago, Pittsburgh, Washington and St. Louis. The ability which these agencies have demonstrated to take traffic regulation out of the horse-and-buggy age, and to establish methods of control suited to the requirements of automobile operation, affords one of the brightest hopes for the more efficient use of motor cars in congested districts.

"The last year has shown a growing tendency on the part of business men to recognize the street traffic problem as one which is intimately connected with the efficiency of their own business operations. This tendency has demonstrated itself in a willingness to drop traditional attitudes regarding such control problems as parking, and to favor methods of regulation which a short time ago would have been considered radical innovations. The importance of this attitude is most strikingly demonstrated in the action of the street traffic committee of the Chicago Association of Commerce in recommending a trial of prohibited parking in the Loop district.

"This regulation became effective January 8, 1928, and has, therefore, been in operation for approximately twelve months. It is the sole example of a parking prohibition in a central business district which has been maintained for any length of time. The regulation has continued to gain support of widely diverse business interests, and thus far has shown important economic results under the special conditions existing in the Loop area.

Uniform Laws Required.

"This growing exchange of traffic between different political jurisdictions has emphasized the necessity for a standardization and uniformity of laws and regulations respecting automobile ownership and operation. The past year has shown notable advance in this field. A number of States have acted to bring their motor vehicle laws into conformity with the uniform code drafted by the National Conference on Street and Highway Safety under the sponsorship of the United States Department of Commerce. Present programs indicate that many of the 1929 legislatures will add substantially to national uniformity.

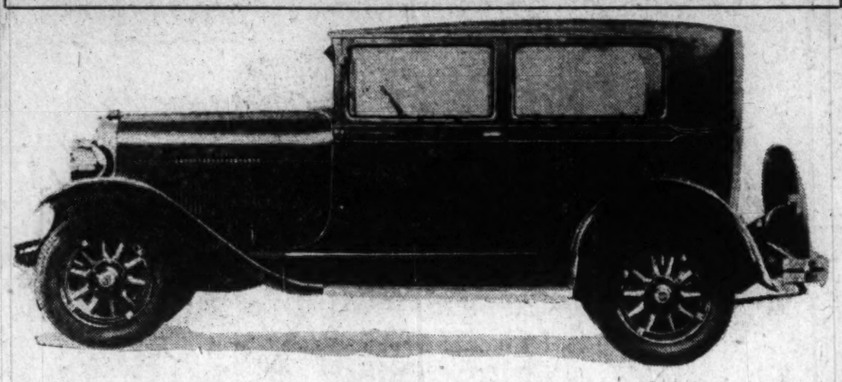
"The year 1928 marked the completion of two important uniform documents prepared by the same national conference. One is the uniform municipal traffic ordinance and the other is the uniform code of traffic signs and signals.

Plan Is Gaining Favor.

"The uniform ordinance is now in effect in Los Angeles, San Francisco, Chicago, Boston, Providence, among the larger cities, and in more than 100 of the smaller cities of the country. It is to be expected that 1929 will show the adoption of these uniform regulations by several hundred additional communities. The enthusiastic reception which the uniform documents have already received warrants the belief that national uniformity in both State and local traffic regulations, as well as in signs and signals, is a definitely realizable ideal. The valuable effect which this movement will have upon the efficiency and comfort of intercity and interstate operations will be great.

"The past year has shown a tendency toward the State supervision of local traffic regulation by means of an established and responsible engineering agency. The 1928 legislature in Massachusetts empowered the State Department of Public Works to assume wide authority over the traffic regulating functions of cities and towns in the Commonwealth, and to impose minimum standards of uniformity where they were necessary."

ALSO AMONG THOSE TRAVELING THE HAPPY HIGHWAY.



The changes in the Oldsmobile this year are in the nature of refinements in both body and chassis. The model in the picture is the popular 2-door sedan.

AUTO BUYER FACES IMPORTANT ISSUES

Value, Lubrication, Service and Comfort Among Questions to Be Considered.

H. W. PETERS GIVES VIEWS

What points should the prospective purchaser of a motor car be certain to consider?

Here is a question fraught with the utmost importance to every one considering investing in automotive transportation, and it is answered, after analyzing the many elements involved, by H. W. Peters, Packard official.

"First off," says Mr. Peters, "I would consider that I was entering into negotiations for an important investment and I would plan to give it just as much thought as I would expect to expend on any investment of similar importance. As a matter of fact, I would consider it a business deal involving far more than any other of similar size financially, for my peace of mind and bodily comfort daily for perhaps several years would be involved.

"As with the majority of motor car buyers, I probably would have a used car to trade in. While I would have something to sell myself, I would not permit myself to be blinded toward the real job at hand—getting the most I could for my dollars in the new car, both in present value and in peace of mind and ease of body during all the time I expected to own the new machine.

"I believe that I would more or less dismiss the question of my used car from mind. I know somebody has to pay for everything. I know that what you get for nothing is a gift or it is good for nothing. I would know that if I were offered more in a trade-in allowance for my old car than the price for which it could actually be sold the difference would of absolute necessity be coming out of the price of the new car. And I would know that when the established price is cut something comes off—profit, quality or service. I would begin then to dig deep to find out what was coming off. I would do no dickering over the price I actually was to pay for the new car, for I would do business only with some one with whom dickering would be unnecessary.

"When I had gotten down to the point of looking a car over I would expect that the salesman was actually there to help me and to render a real service. I would want to look everything over to satisfy myself that the minimum of time and cost would be involved in maintaining the car while I possessed it. I would want to see that the whole car was adequately protected against undue wear by proper provisions for lubrication and I would want this protection to extend even against any possible neglect on my part. I would make a close inspection to see that there was a maximum of accessibility about both chassis and motor so that when any adjustments or repairs were necessary they could be made in the least time and at the smallest cost.

"I think that I would want to make an inspection of the service station. I would want to know something about what the company had done to simplify service by designing special tools to cut down the minutes and the cost. I would want to know also if I could find a standardized service everywhere that I might be with my car later.

"When I received a demonstration on the open road with the new car I would want to get behind the wheel myself. I would want to satisfy myself that I was getting a car in which I could relax mentally and physically even when I was traveling at high speed. I would want to learn among the most important points on which I would be checking for myself in this drive that I was getting a car that had every feature to add to its safety built into it.

"A point to which I would give a very considerable amount of thought would be the question of depreciation. I would want to satisfy myself that the basic character and appearance of the car would be maintained so that I would not suffer undue depreciation loss in dollars or in pride of ownership. I would look closely into the past history of the car to determine this point.

"Perhaps when I had weighed all other considerations one of the most important and one which I would have had in mind from the start would arise to clinch my decision. I would consider the reputation of the manufacturer and take into account all of those things which go to make up that thing which is called reputation."

Striking Development Seen For Auto During Next Decade

Progress to Be as Great as That in Years Which Have Preceded—New Standards and Novel Creations Forecast—Greater Safety Too.

Developments in the automobile industry during the next 10, 15 and 25 years will be as striking as those which have made the last decade an outstanding era. This viewpoint is held by an eminent automotive engineer, and he bases his contention upon certain facts which he holds to be incontrovertible.

"In the first place," he says, "there undoubtedly will be improvements in safety features and riding comfort with outstanding changes in the appearance of the automobile of the future. It will reach new standards in artistic coach-work and graceful appearance. Just as the last decade has seen remarkable strides in the industry, so will the coming years bring novel creations, particularly in body and radiator design. An ever changing public demand will bring new ideas in interior refinements. Unique color combinations will feature the lacquer finish of the exterior. America is becoming more and more color conscious.

"Unless highway construction programs are materially changed and traffic control make higher speed practical, we will find the present maximum speed of the automobile has been sufficiently developed. We will have more flexible engines, perhaps motors that will run more smoothly with increased acceleration, a feature more important in traffic than a high rate of speed.

"There should be no radical change in the size or design of motors unless a new type of fuel is discovered, and the motor of six and eight cylinders likely will continue to be popular because of economy and smoothness.

While the attention of the automobile driving public has been drawn to the so-called automatic gearshift, this observer believes the present method has been made so easy that it is difficult to conceive of a more convenient operation for changing speeds of the motor.

"We have had many types of automatic gear-shifts, and all were discarded in favor of the present method," he points out. "To remove the gear-shift lever would allow more space in the front seat, but the expense of installation would hardly compensate for this slight inconvenience. Development is indicated in transmissions, but here also the added cost may prove a deciding factor. The modern car can be throttled down almost to a snail's pace and pick up again quickly, requiring the minimum attention for the driver. Experiments with a front instead of rear-axle drive may lead to innovations along this line.

"The low center of gravity of today's automobile will be characteristic of the car of the future, keeping in mind that it is unsafe to go beyond certain limits. Wheels now are probably as small as practical in effecting this result. Development of the balloon tire has been remarkable, but improvements may confidently be expected in the future.

"Engineering thought constantly has been directed toward the improvement of motor car performance—carburization, ignition, roadability, oil filtration, air cleaning, dependability, smoothness, quietness, steering—all have come in for their share of attention and improvements naturally will result from further research along these lines.

"The public insists on more changes in the motor car than in most other mechanical creations. In its comparatively short existence, remarkable progress has been made, and the manufacturer who lags behind soon is eliminated from public favor.

"The dollar value in automobiles never has been higher than it is today. The future will bring a more refined product, but engineers constantly on the lookout for improvements must take the cost of changes into consideration. The car-buying public has been educated into expecting much for little. Economies in manufacture resulting from the high production volume and more efficient factory methods naturally will lead to a better product—the motor car of the future."

Panels Often Noisy, Due to Vibration

The automobile is a machine that is well able to conceal the source of the various noises it develops. One noise well hidden is that to be found in the composition door panels used in some of the popular-priced cars.

The moulding that binds these panels usually is only tacked into place and vibration may quickly loosen it. The result is a whirring noise that is especially irritating—and sometimes completely baffling as to its source. Periodic inspection and rebinding the moulding is a preventive.

Fine Cars Now Stolen By Automobile Thieves

In making its report of automobile thefts, the highway patrol of one thickly populated State recently pointed out that thieves are showing fine discrimination in their choice of motor cars.

The 71 cars recovered in a given month were estimated to be worth more than $40,000, while the 77 cars recovered in the corresponding month of the preceding year were worth only $28,000. Will the small-car owner consider that the leveling hand of an unseen justice?

Hawkins NASH

Still "conveniently located on 14th street" *and the same set slogan of* "Satisfaction Plus" *from smiling sales and service men.*

1529 14th St. N.W.
Decatur 3320

BETTER YEAR SEEN IN RUBBER INDUSTRY

New Records in Production and Sales Expected, O'Neil Says.

HIGHER PRICES TO RULE

General improvement in virtually every phase of the rubber industry may be expected for the ensuing year. In the opinion of William O'Neil, prominent tire executive, 1929 should produce a greater volume of business than the last year, better credits and higher rubber prices.

"I would not be surprised if the rubber industry were to establish new records in both production and sales during the coming year," says Mr. O'Neil. "The rubber business was never on sounder ground than now. I see no serious reason why we should not continue to progress and enjoy good business and prosperity. Steady growth of the automobile industry plus increased demand from overseas markets and a prosperous era generally should insure the tire industry a good year. The rubber industry, in the first place, will feel this year the pull of an increased replacement business in tires for the new type, high powered automobiles that went into service last year and the year before—particularly those cars whose speed, braking equipment and weight were increased at the expense of the tires.

"Another important factor auguring good business is the extreme low price of tires. Here is a situation that benefits first the consumer and next the manufacturer of the better quality tires by making it easy for everybody to purchase the highest grade tires at prices ranging very close to the level of the cheaper grade of tires.

"Unfavorable influences such as the abrupt price declines which affected the rubber industry during the last year have been removed. There will be a normal supply of rubber procurable at prices perhaps slightly higher during the last half of the year; this latter due to the fact rubber is now selling below the cost of producing it. American rubber factories and their distributors will be doing business this year in a healthy, rising market and this undoubtedly will have a favorable effect on rubber stocks.

"Inventories of finished goods are generally satisfactory in the industry. Credits which have not been up to par should show improvement.

"While thousands more tires were produced and sold last year than the year previous, neither profits nor dollars and cents showings of the various companies were in harmony with gains made, due to the rubber market slump and the subsequent extreme low price of tires. The inventory write-off which followed the crash of the rubber market in 1928 wiped out the first six months' profit for most large companies.

"Despite obstacles encountered during the year the industry as a whole approaches the new year in good financial condition and in an optimistic frame of mind.

"The industry is more happily situated than for several years. I do not believe any of us have a full appreciation of the accomplishments possible in the coming year."

GROWING HUSKIER YEAR AFTER YEAR



Starting life a couple of years ago as an European car, Erskine has grown up to this sedan.

The Old Mechanic Says:

If car owners understood the things about car owners that are understood by the repair shop or service station men, there'd be a lot of less crabbin' at some of the things that we do which strike some motorists as dumb.

You ask me why I didn't have that runnin' board moldin' fixed while the mechanic was about the job of makin' a few adjustments on your car? The answer is that I wasn't sure you wouldn't bawl me out for havin' done so. That sounds silly to you, but let me tell you I've got dozens of customers who would do just that thing.

When you've heard customers say, "I'll not pay for that; I didn't order it done" as often as the repairer has, you'll begin to understand that there are many funny ones among car owners. Let me tell you a case that illustrates that point, typical of many I've had.

A chap brought a car in here to have it thoroughly oiled, greased and the valves adjusted. I noticed a little dent in the fender that could easily be removed, so I just made a note on the order sheet so the mechanic'd see it. I had no intention of chargin' the man for it, 'cause I knew it would take about five minutes. It all came under the flat charge for the work he ordered. Well, when he saw the order sheet, he said I'd have to knock off the cost of that fender job, he didn't order it and wouldn't pay for it. When I told him there was no charge for it, he indicated quite clearly he thought I was lyin'. I cut the bill a dollar and a half and lost just that much on the job.

As much as I'd like to do things like that, I've discovered they just mean trouble. So have lots of other repairs. A lot of the slovenliness that your kind of owner blames on the shop is due to a kind of car owner you don't understand at all, but the service man understands it all too well.

Car comfort is something that motorists want and want most emphatically. Yet, when it is handed to them in greater quantity than ever before they seem to become the worst kind of wastrels.

I just had a customer in here who's a bug on comfort. He's got a good, comfortable car, too. He came in complainin' for all he was worth that the car had been ridin' rougher than blazes for six months. It took us but a few minutes to make the machine ride as well as it ever did. After finishin' the job, I took a ride with the owner. He was more than pleased. Couldn't stop talkin' about it until I finally remarked that he'd missed six months of comfort by bein' stupid.

Springs and shock absorbers, I told him, were just like any other part of the car or any other piece of machinery. They're always in motion and motion tends to two things, wear and looseness. In his particular case the U-bolts, the spring shackles, and the clips were loose. The play in the U-bolts had permitted the leaves to slip until the master leaf was doin' the work alone—and doin' it badly, as would be natural when one unit tries to do the work of eight or ten, whether the unit is a man or a spring leaf.

The shackle bushin's had worn and that permitted side play in addition to the excessive up-and-down motion of the body. It was a regular rough sea effect. And all the owner could think of was crabbin'! He could have tightened up the spring himself, made it work as it should—as a unit—in a few minutes. So could lots of other motorists who are wonderin' what's makin' the car so rough all of a sudden.

Springs get so little attention in this world of motorin' and owners get too little comfort as a result.

They can say, as they already are sayin', that brake design is far from perfect and that the way good designs are produced commercially is all wrong, but just the same you can't get away from the fact that poor maintenance is accountable for lots of brake troubles. I think the situation could be remedied if the average car owner knew more about the possible ills of his brakin' system.

In the first place, he ought to know that the average brake clearance is less today. That's because they have to do somethin' to reduce pedal pressures to a poin' that fits the average driver. Well, with small clearance, there's always greater danger of brakes draggin' from one cause or another. Draggin' induces heat and heat destroys both drums and linin's.

That should suggest the first step in intelligent brake maintenance; namely, watchin' the mechanism all the time to see that it hasn't too little clearance. Sometimes a brake can be draggin' for weeks before the motorist knows about it. It depends upon the kind of drivin' he does, to a certain extent. If it's slow drivin' on the level, for instance, the car owner may not notic a little loss of power. But, his brakes, consumin' that power'll notice it all right.

The average car owner never pays any attention to the condition of the drums. Yet, the way drums are warpin' and wearin' from this lack of attention'd certainly indicate that there ought to be a change in the situation.

On the whole, brakes are a finer mechanism today, and finer mechanisms always demand more intelligent care.

BILLS SEEK RELIEF FOR MOTOR DRIVERS

Propose to Remove Full Responsibility From Motorists in Crossing Accidents.

MEASURES IN CONGRESS

Legislation designed to lift from the motorist the full responsibility for grade crossing accidents, which he has been held to assume under the United States Supreme Court's interpretation of the law, is now being sought by the present Congress, according to a bulletin issued by the legal department of the American Motorists Association.

Bills already have been introduced in the Senate and House by Senator C. C. Dill, of Washington, and Representative Frank Murphy, of Ohio, which have as their object the changing of the present law under which a motorist must not only stop, look and listen at a blind crossing, but must, if necessary, get out of his car and make certain a train is not approaching. The two measures differ in minor respects, but the authors are willing to make such changes as may be necessary to facilitate action.

These two measures are now before the judiciary committees of the Senate and House, but the authors have been unable to obtain committee action because motorists have not displayed sufficient interest in them, the A. M. A. declares.

Association Backs Bills.

The association is now urging its members to get behind the two bills in the hope that the law may be changed at the earliest possible date.

"Motorists, perhaps, do not fully appreciate the necessity for a change in the present law," Thomas J. Keefe, general manager of the association, points out. "The effect of the supreme court's decision," he says, "places the entire burden of care on a motorist who is compelled to cross the track, and his failure to exercise the proper degree of care bars any recovery for damages against the railroad company. The supreme court in the Goodman (Ohio) case held that if a motorist could not get a clear view of the track at a railroad crossing, it was incumbent upon him to stop his automobile, alight, and go over on the track to make certain that a train was not approaching."

Decision Held Unfair.

Authors of the two bills, now pending, point out that in many instances where the crossing is at a curve, a motorist might even take this extreme precaution and still be killed by a train, the train approaching between the time he had looked for same and gotten back in his automobile and started across the track.

"Railroads, excused from legal liability in such cases," Mr. Keefe explains, "may become less willing to abolish grade crossings in the future. The A. M. A. holds no brief for a careless motorist who crosses a track without every precaution, but the decision, requiring a motorist to alight from his automobile and go over on the track, placing the entire burden upon him at such blind crossings, the association believes, is unfair."

FAITH

BEHIND every dominant success among nations, men and in business there must lie a dominant idea.

But—the greatest word in any language is—Faith—Faith in an idea. It is the fundamental principle of all religion—the foundation of all business.

If that dominant idea, supported by that faith, embodies the ideal of intelligently serving others, no human force can stop its progress because men naturally rally to its support.

The Jordan idea was conceived many years ago to gratify an admirable group of people who know that character or quality in a man or a woman, as in an honest article of merchandise, is beyond price or competition.

The Jordan idea has met the competition of those thoughtless ones who do not know that the price of a thing is what we exchange for it, not in money, but in personal happiness, comfort and mental satisfaction.

The new Jordan, now being shown for the first time, is an inspiring expression of the original Jordan ideal.

Such a car, strong in character, superb in efficiency, can be the fastest on the road without loss of dignity.

The new Jordan Eight is just that—and there is a sturdy companion Six.

Of course to be a Jordan it must excel in beauty and dominating style. Those many thousands of Jordan owners, who, weary of the commonplace first found distinction in this car, expect that.

That rare quality of balance which has always kept the Jordan going forward and away from the repair shop, instead of sideways and into the shop—has been enhanced by the finest chassis we have ever built.

But—here and now—may I sound the new—all compelling—all appealing—striking note which will typify the new universal demand of all experienced owners—*It is a new kind of comfort.*

To be frank and brief—the new Jordan will satisfy in a delightful way that great human desire for mental and physical comfort, which means not only gratifying ease to the eye—the escape from fatigue and little annoyances—but will provide that warm and inspiring something which makes a car a happy comforting companion, a source of rare pride—a possession that will bring joy.

It is a refreshing interpretation of what all discriminating people know must eventually constitute a fine motor car.

Only experienced people of better judgment and higher taste know that a superior motor car can be purchased for less money than an inferior one. The initial cost of the inferior one represents merely the first installment in a series of payments.

The men building the new Jordan know how simple it is to succeed by doing a thing which many know how to do—but doing it just a little bit better.

Jordan capital is ample to realize Jordan aims. The financial statement as of January first shows current assets in the ratio of fifteen to one of current liabilities. One million and a half in cash and not a single dollar of current indebtedness.

Edward S. Jordan
President

JORDAN MOTOR CAR COMPANY, *Inc.*, CLEVELAND

NEUMEYER MOTOR CO., Inc.

SALES—
1825 14th Street N.W.
Phone North 7522

SERVICE—
211-13 B Street N.W.
Phone Franklin 7690 and 9787

INCREASED FOREIGN DEMAND FOR AUTOS AIDS OUTPUT HERE

World Registration Outside United States Is Nearing 4,000,000 Mark.

CONDITIONS CONSIDERED TO ASSURE PROSPERITY

Head of Automobile Chamber of Commerce Declares Outlook Splendid.

The most significant fact in the automotive outlook for 1929 is that for the first time in motor history the world registration of automobiles outside of the United States has approached the 4,000,000 mark.

This is the viewpoint expressed by Alva Macauley, president of the National Automobile Chamber of Commerce, and, he explains, "I believe that it is important not solely from the standpoint of automotive sales, though that aspect is gratifying, but it is primarily important because of the stabilizing effect on the entire industry."

"The existence of a market for 4,000,000 cars and trucks outside of the United States is a motor transport field exceeding 20 per cent of the total," Mr. Macauley continues. "The size of such a market constitutes a degree of business insurance which the motor industry did not have in its younger days. At present, if there should be some slackening in commercial activity in the United States, there is a possibility of making up the difference in the markets of South America or elsewhere. In short our international outlook not only makes for an increased production but in spreading demand throughout the world it tends to smooth out the fluctuations which occur in any business.

5,000,000 Output Expected.

"The year 1929 will, because of this international situation, establish the 5,000,000 mark as the new normal production for the motor industry. Since 1923 the automobile industry has considered the 4,000,000 mark a good average output. The total by years from that time on is as follows: 1923, 4,167,455; 1924, 3,733,492; 1925, 4,427,860; 1926, 4,503,531; 1927, 3,578,671; 1928, 4,630,000.

"In arriving at 5,000,000 as the new normal base, the automobile industry is not contemplating a hurried advance in world markets. It recognizes that it must proceed deliberately and along sound lines. But when we realize that in 1923 the market beyond our borders was about 300,000 vehicles and that in 1929 it will be close to a million vehicles, it is clear that we have greatly expanded our markets.

"The American motor industry, to be sure, does not contemplate doing all of the world's motor business. Its position is that the potential demand is so vast that the greatest results will be achieved by all nations working together to improve transportation conditions, and that each will benefit from the enlarged market.

Better Values Given.

"The automobile market in the United States is established on the impregnable rock of keeping faith with the public. Automobile prices continue to be less than prewar. The 1914 automobile dollar will buy more than $1.07 today, while the purchasing power of the average cost-of-living dollar has declined to $.61. In other words, today it requires fewer hours of labor, fewer bushels of wheat, pounds of beef, bales of cotton, and so forth, to purchase a motor car than it did before the war.

"There are today a great variety of serviceable automobiles selling at a minimum price and even the higher quality cars are available to families of moderate income. As long as the automobile industry continues to give exceptional value per dollar it can be assured of strong public patronage.

"It is interesting to note that this year one hears much less talk about cut-throat competition. There is, of course, plenty of competition in the automobile business, and there always will be, just as there is competition in shoes, clothing, and any other field where style and individuality are factors. The particular appeal to the public this year is being made along the lines of competitive merits rather than competitive prices. Manufacturers are seeking business through offering more per dollar rather than through trying to put out the cheapest possible product. This tendency is making for more beautiful, more serviceable transportation. The cars of this year will, I believe, be the most attractive, the best designed in the history of the motor business.

Many Own Two Cars.

"It has been estimated there are more than 3,000,000 families in the United States owning two or more automobiles. This is a natural outgrowth of two conditions.

"First of all, the low prices of cars have brought the automobile within easier purchasing range of the individual.

"Second, the expansion of our cities out into many suburbs has made it increasingly necessary for each adult to have his personal transportation. And frequently the car can be paid for by the difference saved in rent. Land and property several miles from the railroad station costs far less than in the heart of the city, and yet this type of living because of its outdoor advantages is being increasingly preferred because of the quick transportation made possible by the automobile.

"Our most important market which creates less discussion than either the export or suburban field is that of farm usage. The agricultural demand has always been the backbone of the automobile business and will continue to be so.

"Today there are 5,450,000 motor vehicles on farms. The progress of rural highways is making the farmer increasingly insistent upon having the advantages of consolidated rural schools, State agricultural institutions, and other social and economic advantages.

"More than one-sixth of the automotive business in terms of dollars is in the sale of trucks and buses.

Truck Operation Increasing.

"Truck and bus operations are moving forward rapidly.

"Hundreds of motor bus lines are serving territories which have never before had adequate transportation.

"Furthermore, there are today many long distance bus routes furnishing economical, pleasant transportation. Today you can go from Los Angeles to New York by bus, or between any two large cities in the country, such as Detroit and Chicago.

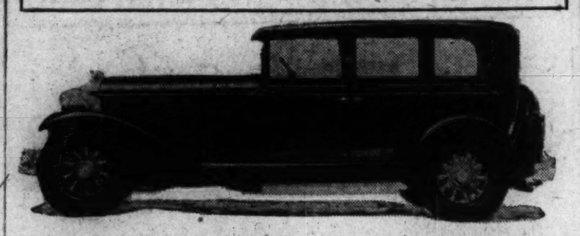
"Similarly in the truck field while the great bulk of the haulage is for short distances, there are special long distance services being rendered which are successful and profitable. I believe that the greatest promise for the commercial vehicle field lies in the suburban area to which I have already referred. Cities are expanding rapidly, and each new suburb calls for rapid short haul transportation of persons and merchandise.

"I am sometimes asked what I think of the future of the motor business over a long range period. Probably the best response to that is the statement that 93 per cent of the world's population living outside of the United States own but 22 per cent of the world's automobiles. Add to this a belief in the continued growth and prosperity of the United States. With the vast opportunity for new business abroad and the continuous demand for new and replacement vehicles at home, the automobile industry looks forward to a steady advance."

When to Throw the Clutch.

This advice is as old as the motor car itself, but because there are always a host of newcomers to the highway, it remains good. Never throw out the clutch until almost at a stop on a slippery pavement. The engine is a perfectly equalized brake. It prevents skidding.

ONE OF COMPANY'S TRIO OF EIGHTS



The grace of the triplets from the Gardner factory is indicated in this 120 sedan, the smallest.

DESIGN OF MODERN TRUCKS FOR SPEED

Powerful Engines Favored; Bodies Built to Make Deliveries Quickly.

DRIVER-COMFORT FACTOR

Modern merchandising's keynote—speed—has been allowed full rein because the truck, which plays such an important part in merchandising and business generally, has been in the van of all demands for greater flexibility.

As expressed by business men themselves, no other factor has had a greater share in the whole commercial speeding-up process than the modern motor truck. A truck today is declared to be an integral part of the elaborately conceived scheme of modern merchandising.

Merchandise of every sort must be handled and delivered on time. An astute observer of our times once said: "Destroy our time tables and you destroy our civilization." Ships and trains must be on time. To meet production schedules the raw materials of industry must be delivered on time. To meet consumer demand the finished product must be delivered on time. Even our daily newspaper must arrive at our dobrstep on time.

Dictates Truck Design.

Recognition of this fact has had an important affect on the development of the various types of truck units, each designed specifically to fill a definite type of transport requirement. The modern motor truck must do its work with promptness, reliability and economy. It must be designed with a thorough knowledge of the requirements presented by the conditions under which it must operate, such as weight and type of load, traffic conditions and the range and speed of operation required to meet its schedules.

In addition to this, the truck of today is so definitely a unit of business equipment that it must reflect in its appearance the character of the business organization behind it.

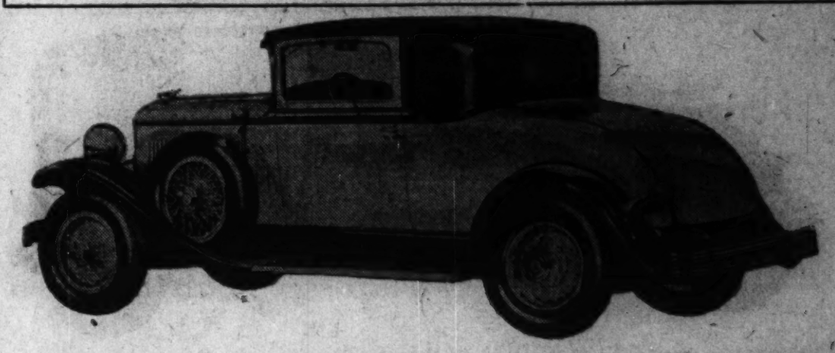
Six-Cylinder Motors Used.

The congestion of city traffic and the rapid extension of the area covered by motor truck transport and delivery service have combined to produce the six-cylinder power plant in modern motor trucks.

The six-cylinder motor is said to be an efficient type in providing the flexibility required for quick trips in crowded traffic and the smooth operation so desirable on longer trips such as are required by extending city to suburb or intercity operations.

The comfort of the driver is a more important factor than has been generally recognized. Every driver is a direct representative of the company he serves. Many truck makers have recognized this in equipping their trucks with four-wheel brakes, and in some models adding vacuum booster brake equipment to increase the effective brake pressure and at the same time retain light pedal pressure.

EXUBERANT YOUTH IS VOICED IN THIS DESIGN



The dash motif is no less than rampant among the designers of motor car bodies today. Here is an expression of it in the form of the Chrysler 75 coupe.

Touring Made Easy By Uniform Markers

Nation-wide touring has been simplified by the institution of the United States highway system, which comprises 80,000 miles of highways strategically linking all sections of the country.

The uniform road marker in shield form permits tourists to travel main roads without confusion.

Standard signs designating special hazards also are included in the plan.

By the end of 1929 virtually the entire country will have important highways so placarded.

Oil on Clutch Should Be Sparingly Used

Oil as a silencer has a deservedly fine reputation. But that does not mean that it does not have its limitations in this respect. One of the commonest is the clutch. In applying a lubricant to this unit to give it silence, it must be remembered that, unless sparingly used, oil will get on the plates, where it will cause severe damage.

If the noise is the product of a lack of alignment, it is better to have the unit realigned than to try oil.

There are about 400 privately owned toll bridges in the United States, many of them on the Federal-aid highway system.

Regular Patronage Of Stations Urged

Motorists who buy their fuels and lubricants just anywhere they happen to be at the moment may get quality products and excellent service. Again, they may not.

There is much to be said for establishing oneself as a regular patron, for any filling station whose service justifies it in becoming one's favorite is likely to give just that much better service in keeping the patron satisfied.

Winter Attention Urged Upon Shock Absorbers

Winter with its cold weather does not change the fact that some hydraulic shock absorbers need periodic attention as to the amount of oil and its quality. The greater roughness of snow-covered streets and highways gives the shock absorber more to do, consequently there is more friction or heat, and the likelihood of a greater loss of oil.

Most Important Auto Years 1900 to 1905

In the period from 1900 to 1905 an impressive proportion of the names now familiar to the motoring world first made their appearance.

Historians of the automobile industry consider these six years to have been the most important in that they witnessed a crystallization of design and form and started the business upon its meteoric course.

Standards Bureau Aids Development of Auto

The United States Bureau of Standards, through its automotive laboratories, has proved of invaluable assistance in the development of the motor car to its present state of perfection. Tests of all kinds constantly are being undertaken at Uncle Sam's great scientific workshop to determine the best methods, the most economical processes, the most approved types of equipment, for every phase of motoring interest.

These tests range from headlight glare investigations to engine research of a highly technical character.

Air Cleaners Require Cleaning Themselves

Broadly speaking, there are two types of air cleaners, the wet and dry. The former variety may use water or oil as the cleaning liquid. The dry type, which may employ a filtering, centrifugal or inertia action, is more commonly used on passenger cars.

All have one thing in common. They need to be cleaned periodically. In dusty country, or dusty work, every 5,000 miles will do. Elsewhere, from 10,000 to 20,000.

Traffic jams in New York City are said to cause a daily loss of $1,000,000.

1,000 MILES OF ROAD ADDED IN CALIFORNIA

During 1928 Expenditures for All Highway Work Was $80,000,000.

MANY MADE DUSTLESS

Approximately 1,000 miles of improved roads have been added to California's highway system during the last two years, according to a report just issued by the department of public works.

According to the report, of the total, 358 miles was of paved construction; 84 miles bituminous macadam, and 604 miles grading with crushed rock, oil sealed or armoured surfaces. For the coming two years, the plans contemplate 311 miles of paving, 154 miles of macadam, and 541 miles of grading, a total of 1,007 miles.

In addition to its building program, the State is making its highways safer. The minimum width of pavement had been set at 20 feet and the minimum width of grades at 30 feet, providing for an 8-foot shoulder on either side, thus giving the motorist ample room to stop his car with all four wheels off of the pavement.

Dangerous curves are being eliminated and the maximum grade is fixed at 6 per cent. A safety device is being applied in the marking of traffic lanes.

During the past two years, 26 grade crossings have been eliminated. Guard rails have been built along narrow grades, and through the cooperation of the railroad commission, warning signals have been placed at all grade crossings.

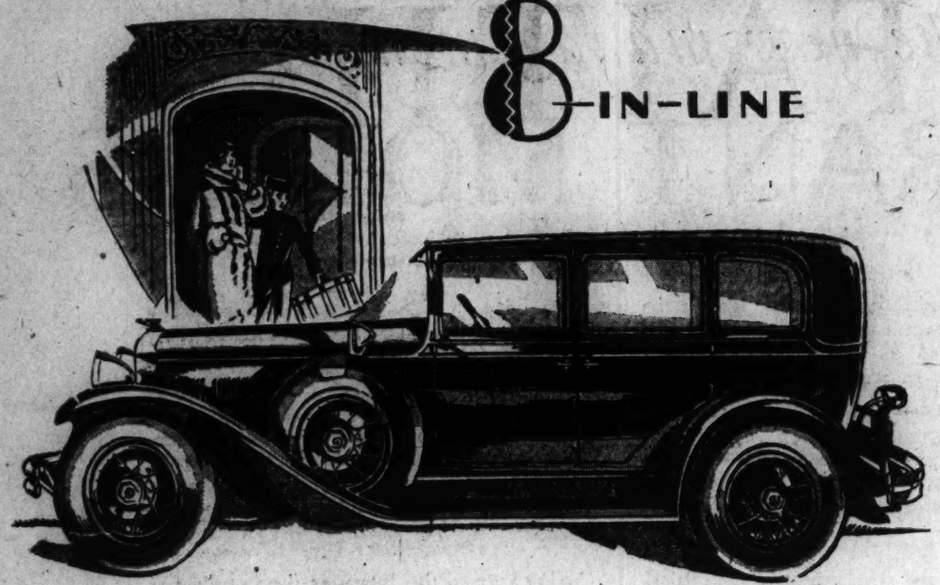
The comfort and pleasure of motorists has been added to by the application of light oils to some 1,500 miles of gravel roads, making them practically dustless.

California's highway program has been planned for two years ahead through a measure adopted at the last legislature. The Automobile Club of Southern California and other organizations working for good roads advocated the business-like program in effect. During 1928 the expenditure for all highway work in California approximated $80,000,000, and during the next biennial, it is expected that the total annual expenditure will approach the $100,000,000 mark.

Not only must California provide for the nearly 2,000,000 motor cars owned by its residents, but for 250,000 additional cars yearly that come in from other States bringing tourists to view the national parks, big trees and other scenic attractions.

GARDNER

8 IN-LINE



There's Personality in a Motor Car as well as in a Man—

YOUR dress, your home, your associates, all reflect the character of your success in life. . . . Quite as important in your career is your choice of a motor car. Like certain homes and certain people, certain motor cars linger in your mind.

So with the Gardner Eight-in-line. It is a year-ahead car in its modish exclusiveness, restrained good taste, super-performance. With its complete accessories for comfort and ease of control, its 29 distinct improvements for 1929, you get more car for your money when you buy a Gardner.

You can prove it by our self-demonstration plan. All we ask is that you ride and drive a Gardner. There is no other way you can realize its greater value for the money.

The Gardner Eight-in-line can be purchased out of income with a small down payment. Prices range from $1295 to $2395 (f. o. b. St. Louis)

Sixteen body styles and 50 color combinations are available in the 3 Gardner Series on chassis of 120, 125 and 130-inch wheelbase.

IRVIN T. DONOHOE MOTOR CO.
1623 L Street N. W.
Phone North 1820

The New Chandler Cars *at the Show*

offer a car for every Bank Roll—the widest price range shown; Sixes from $875 to $2025; Eights from $1295 to $2295

YOU'LL never have a better opportunity for comparison than right now at the automobile show. Remember, whatever car you have in mind, at whatever price, there's a Chandler at or near that figure.

Value for value, feature for feature, compare the Chandler Six-65 with all other light sixes shown, priced up to $1200. Yet the price of this Chandler is $895 for the Four-Door Sedan.

And here too, challenging your judgment of values is the famous Chandler Big Six with its powerful Pikes Peak Motor and such specific advantages as "One Shot" Chassis Lubrication and Westinghouse Vacuum Brakes. $1525 for the Metropolitan Sedan.

Search the show from end to end for a light eight that compares with the Chandler Royal Eight-75 at $1295—equipped with both "One Shot" Lubrication and Westinghouse Brakes—exclusive in this price class.

And now the Royal Eight-85 at $1795—outrivaling in beauty and performance most cars in the $2500-$3000 field. "One Shot" Chassis Lubrication, of course, and Westinghouse Vacuum Brakes are standard equipment. Even the big, handsome Seven Passenger Sedan is priced at only $2195.

Any Chandler dealer will give you a full and complete demonstration. Make it do its own selling. Put it through its repertoire of power, pick-up, speed, braking, flexibility, riding comfort, facile handling, easy parking.

See these Chandlers at the Show—then drive a Chandler—the one in whichever price class you are interested.

The **New Six 65**
Four-Door Sedan
$895
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DELIVERY SPEEDED BY MOTOR TRUCKS BOON TO INDUSTRY

Growing Demand Is Noted for Vehicles of Under Two Tons' Capacity.

USE OF BUSES PICTURED AS TRANSPORTATION AID

65 Railroads in Country Are Now Operating Lines as Auxiliaries.

Rendering a distinct and extraordinarily valuable service to business and industry by speeding up deliveries, increasing the turnover of commodities, and making possible reduced inventories without consequent reduction in public service, the motor truck is assuming an ever-larger place in the transportation scheme of t ings. Because it has similarly great characteristics of flexibility, the motor bus likewise is achieving great progress.

According to A. J. Brosseau, vice president, commercial car division, National Automobile Chamber of Commerce, increasing recognition of the commercial vehicle's value is clearly emphasized by the figures covering last year's results.

"Surpassing all previous records," Mr. Brosseau says, "motor truck and bus production during 1928 continued at higher levels than ever before, to reach an estimated total of 586,000 for the year. The extent of the increase in production during 1928 is apparent when the new record is compared with the previous high mark of 541,628 made in 1925.

Light Trucks in Demand.

"The gains made during the year were almost entirely due to a greatly enlarged output of light, fast trucks of less than 2-ton capacity, as indicated by an estimated production of 521,000 in this capacity in 1928 as compared with 476,702 in the same capacity in 1925. Production of trucks of 2-ton capacity and over showed a gain of approximately 10,000 vehicles over the 1925 figure.

"Greater demand for trucks in this country was accompanied by an unprecedented number of trucks shipped to foreign countries. A total of 131,781 trucks were exported from the United States and Canada in the first ten months of the year, which was a greater number than were sold abroad during the entire twelve months of 1927, when 127,706 trucks were absorbed by foreign countries.

"The new trucks put into use last year have brought the present total registration to approximately 3,120,000. These are operated by more than 2,000,000 owners, of which 82 per cent are shippers.

"Seventeen railroads have discontinued some of the local freight trains and replaced them with motor trucks. Delays due to congestion and to the costly and time-consuming shifting of freight cars at terminals have also caused railroads to recognize the value of the motor truck. At the present time 47 railroads are using trucks to move freight at terminals more economically and more efficiently.

Foods Shipped by Trucks.

"The part the motor truck plays in supplying large population centers with food products was revealed recently by a survey made by the Bureau of Agricultural Economics. The bureau found that New York City receives most of its supply of fruit and vegetables from nearby truck farming States by motor trucks. The investigation also brought out that during the summer New York City gets more than one-half of its supply of fruits and vegetables raised in New Jersey by means of trucks which carry it direct from the farms to city markets. Some of the peaches, cantaloupes, tomatoes, apples and peppers received, come by truck from points as far distant as Virginia, Maryland and Delaware, as well as from nearby sections of New Jersey, Pennsylvania, Connecticut and Long Island.

"Bus use has also increased during the past year and it is estimated there are now 92,000 of them in operation throughout the country. During 1927 about 86,000 buses carried more than 2,500,000,000 passengers, so that, with the greater number of buses in use during the past year, the total number of passengers carried during 1928 should show a considerable growth in this type of transportation.

Many Consolidations Noted.

"The year has been marked by many steps in the direction of greater stability in the bus operating industry. Numerous consolidations of small bus lines into large well-organized systems, together with the erection of many large bus terminals to serve these systems, have been features of this movement. Typical of these consolidations was the formation of the Southland-Red Ball Motor Bus Co., with a capital of $300,000, to operate lines formerly controlled by five small companies in the State of Texas. Another consolidation was the organization of the Georgia-Florida Motor Lines, Inc., with a capital of $1,000,000, to take over ten motor bus lines in Southern Georgia and Northern Florida.

"The most important merger of the year was that of the California Transit Co. and the Yellowway System into the American Motor Transportation Co., which represents a financial investment of $7,500,000. As a result of this combination passengers can now travel by bus from the Eastern Seaboard to the cities of the West Coast. When final arrangements are made with branch or feeder lines it is estimated that the company's buses will cover more than 70,000 miles.

Hotel Chain Planned.

"Transcontinental bus service was also instituted during the year by Pickwick Stages, Inc., of Los Angeles, which had previously been operating the entire length of the West Coast. This company has already started to build a chain of company-owned bus terminal hotels to serve its lines from the Atlantic to the Pacific. Two of these hotels, in San Diego and San Francisco, have already been opened. Others will be built across the country to the Eastern terminus at Philadelphia. The company has also acquired control of a network of radio stations on the West Coast and intends to acquire stations across the country at the same time that the new terminal hotels along its lines are built.

"In addition to these transcontinental services, the last year has seen a good increase in the number of other long distance lines. For instance, it is now possible to travel by bus from Port Arthur, Canada, or from Chicago, through the Middle West to the Gulf Coast. Numerous other lines have been placed in operation between cities more than 100 miles apart, and a great variety of bus companies operating tours over large territories have been organized.

Terminals Constructed.

"The growth of intercity bus lines has brought about the erection of numerous well-equipped terminals which are used by all lines entering each city. Among the latest union terminals to be contracted for are those at San Antonio, Tex., at an estimated cost of $300,000, and at Cincinnati, where $1,000,000 will be invested in up-to-date facilities for serving the lines entering that city.

"Developments in the carriage of passengers by airplane are also receiving attention from bus operators, as evidenced by the formation of the Pickwick Airways Corporation, a subsidiary of Pickwick Stages, Inc., to operate air lines in connection with its West Coast and transcontinental bus lines. The Pickwick airplanes are to be used in conjunction with the new "Nite Coach," with sleeper accommodations, passengers traveling in the air planes by day and changing at night to the "Nite Coaches."

"Steam railroads have been actively entering the bus transportation field, either adding to operations begun before last year or entering this field of transportation for the first time. Among the railroads which have begun bus operations are the Reading, the Pennsylvania and the Cotton Belt.

65 Railroads Operating Buses.

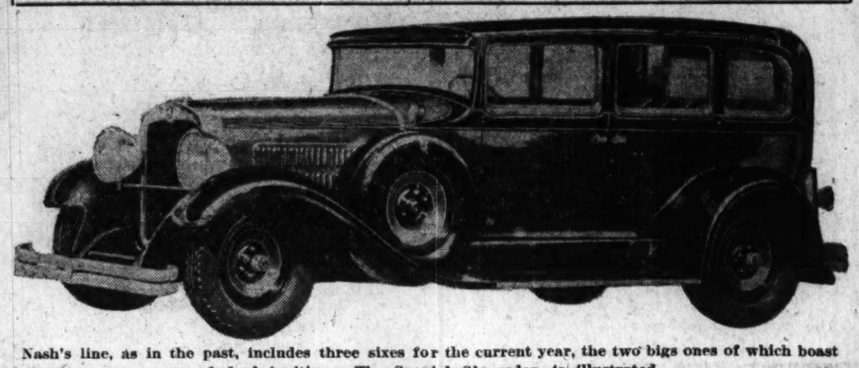
The Missouri-Pacific has applied for permits to operate 22 bus lines throughout the State of Arkansas, and other railroads have applied for permission to abandon short rail lines in favor of buses. About 65 steam railroads are now operating approximately 1,300 motor coaches over routes aggregating more than 16,000 miles.

"Growth of bus transportation by steam railroad companies has been paralleled in the electric railway field during the year. Electric lines have been steadily adding to their bus equipment, and it is estimated that there are now 9,500 buses operated either directly by electric railway companies or through their subsidiaries. These buses are operated by approximately 300 electric railways in addition to their rail equipment. Over 400 buses are also being operated by about 65 former electric railway companies which have entirely done away with their rail equipment.

"It is estimated that in 400 cities of over 10,000 population, 12,000 buses are engaged in purely local service."

One well-known economist has predicted a 1929 automotive production total of 7,000,000 units. This would exceed by a wide margin every existing record.

REPRESENTS WISCONSIN AND DOES IT NICELY



Nash's line, as in the past, includes three sixes for the current year, the two bigs ones of which boast of dual ignition. The Special Six sedan is illustrated.

DEMAND OF TRAFFIC MEANS SUPERROADS

Future Highway System to Be Network of Trunk-Line Speedways.

AUTOS EASY TO OPERATE

If the demands for more scientific supervision of traffic and highway building keep pace with the present trend of public opinion, the future highway system of the United States will be a vast network of superhighways with trunk-line grade crossings eliminated, high speed lanes and other distinctly modern features.

That all units of government, from Federal authorities to the incorporated village, are cooperating in road improvements, safety programs and sane regulation of the increasing volume of traffic is emphasized by W. M. Purves, Dodge executive.

Communities that have lagged in the past have seen more progressive rivals forge ahead, he says, until it now is universally recognized that highway improvements are an investment and not an expense. Wide, paved roadways encourage people to travel, promote business, lead to understanding between communities and result in speedy and economical transportation.

Cars Easier to Operate.

Motor car engineers have taken traffic conditions into consideration by designing cars that are safer and easier to operate. Quick acceleration, positive four-wheel braking control, full driving vision, lower center of gravity and convenient controls are major contributing factors. So simplified has driving become that the modern motor car responds to the slightest whim of the operator.

It is logical that further progress in solving traffic problems must begin by making motor car operation on the streets the easiest possible for the driver. In doing this, standardized traffic codes, separation of trunk-line highway intersections and the use of high-speed lanes on thoroughfares are steps in the right direction.

Metropolitan centers naturally have taken the lead in progressive moves to facilitate motor vehicle travel. Cities of the future will be far different from those of today. City plan commissions are looking ahead to prepare for the handling of automotive traffic on an even now undreamed scale. Sending traffic in waves through synchronized red, green and amber block signals has had notable development in the past year. In every city, arterial highways on which through traffic has the right-of-way have been designated. Roadways of 120 feet or more in width are being built to accommodate the endless stream of cars which pour in and out of our metropolitan centers.

Wider Streets Being Built.

We are in a transition era, when old landmarks must give way for wider streets. Out of this, there is being evolved a new idea of municipal growth on a scale that will make cities brighter and cleaner. It is a scale that will take people out of congested apartment areas into beautiful suburban developments.

Speed in itself is not the menace it once was. Cities that used to view 15 miles an hour as a dangerous pace now permit 30 to 35 miles in certain protected streets. Engineering improvements of motor vehicles have made it possible to increase the speed and not increase the driving hazards. This idea is reflected in some States by the repeal of all speed laws, but reckless driving remains a serious offense.

Paved highways, heavy motor vehicle registrations and prosperity are inseparable. The Nation has grasped the value of rapid motor transport, both commercial and passenger. The network of pavement now being woven by the various States soon will link every important town with a thoroughfare promoting business and general welfare, if the people continue to insist on necessary highway projects.

Motoring in Europe Popular Among American Tourists

Luxury Once, Now Enjoyed by Persons of Moderate Means; Steamships May Take Over Readily Cars of U. S. Makes; Roads Uniformity Desired.

Motoring in Europe, a luxury once granted only to Americans of great wealth, now is being enjoyed by an increasing number of tourists in moderate circumstances, and during the last summer the influx of United States drivers and their automobiles was greater than ever before. Incidentally, it is predicted by touring authorities that 1928's total will be exceeded this year.

"Motorists who revel in the open spaces of America are finding equal marvels in a country of much smaller compass—Europe," says one American car owner who has spent considerable time touring about the continent. "Now that steamship lines are making it increasingly easy to take one's car across the Atlantic, the undying scenery of centuries and the historical haunts of art, literature and the drama are becoming well-frequented shrines for American motorists. And all are reached over highways much improved.

"True, all the roads are not boulevards, but the really ambitious road programs of the various European countries already assure the motorist of pretty good going from the English Channel to Budapest. Even Spain, hitherto shunned by the motorist, is now building 6,000 kilometers of racing roadbed to be known as the Circuit National.

"The bugbear in the minds of many about driving to the left in England, Austria, Hungary and Czechoslovakia is proven to be merely a bugbear to one who makes the experiment. Five minutes of hard thinking is all that is required to set your automatic actions to the left.

"It is difficult to rate the joys of European touring with enough enthusiasm. In touring by car the traveler sees and knows the countries through which he passes; by train they flit so fast the traveler only knows those places where he stops.

"If you land in England, either at Liverpool or Southampton, you can tour through some of the world's loveliest scenery. From Liverpool south to Hereford and Gloucester, taking in the beautiful Wye Valley and Tintiren Abbey. At Gloucester, if in a hurry, you can turn to London; otherwise continue south and see Bristol, Wells, Glastonbury and Cheddar, turning back to London through Salisbury. From Southampton you can motor direct through Winchester and the Hampshire Hills, or along the dunes of the South Downs to Brighton or Eastbourne.

"Landing in France offers the same interesting contrast if you will forsake the train for a touring car. Take the trip from Paris to Barcelona—and how few tourists are aware of the fact that Barcelona is worth visiting! From the train the traveler can get a fleeting glimpse of Carcassonne or Perpignan, and the rest of France is passed in the night. The motorist will make the same trip and come away with the bowing acquaintance of Orleans, Chateauroux, Limoges, Montaubon, Toulouse, Carcassonne, Gerona and the wonderful Catalan coast.

"In no country is the difference so marked as in Switzerland, where the train goes where it must and the motorist where he will. There is no sport in the world with a greater thrill than driving in the Alps or Dolomites. You not only have the pleasure of skillfully conducting a car along winding and perfect roads, but also the heart-stopping thrill of a magnificent scene when the top is reached. Descending a pass by motor is also a glorious breath-taker hard to describe.

"There are so many other places best appreciated from the motor that it would take many pages to tell their beauties. Suffice it to ask if the seasoned traveler, by train, recalls as much as the motorist can tell about Verdun, Metz, Luxembourg, Berne, Innsbruck, Carlsbad, Andernach, Badajos and Santander.

"When next you come to Europe bring your car. You will find a welcome in every capital!"

New Filter Needed After 10,000 Miles

Tests Prove New Device Should Be Installed That Often.

Proof of the necessity of renewal of the oil filter after every 10,000 miles was furnished by automotive engineers recently in the removal of a pint of abrasive matter from a filtering device after that mileage had been registered.

This discovery was made after repeated tests by research engineers, who burned a cloth filtering unit taken from an oil filter that had done service for 10,376 miles. The residue was composed of one-third sand and two-thirds metal oxides, and was of such a highly abrasive nature that it could be used as an effective knife sharpener.

While the abrasives were trapped by the oil filter before doing damage to cylinders, pistons and other internal parts of the engine, engineers warn that after about 10,000 miles the filtering unit usually becomes so filled that the oil filter needs servicing, necessitating installation of a renewal cartridge, which will make the filter as good as new.

The manufacturers' oil-changing recommendations are based on the use of an oil filter and that it is being renewed every 10,000 miles. If it is not renewed, the motorist, instead of changing the oil on the average of about 2,000 miles, should change every 500 miles, the same as in the earlier days before the oil-filter-equipped car made its appearance.

Destruction of Unsafe Autos Is Ordered

Each year shows additional States requiring automobiles to be maintained in safe condition. Legislation for this purpose is intended to rule off the highways the decrepit car which has had bad brakes and which may at any time become a definite source of danger. Several States have laws requiring an inspection which, if it reveals notable weakness, becomes ground for ordering the car to be destroyed.

Doing Jobs Singly Often Wasted Effort

A motorist whose car had seen hard service for 18 months recently found it necessary to have the bearings tightened. Two weeks afterward, the crankcase had to be dropped again in order to clean the screen over the sump and to remove the sludge collected in the bottom.

A more thoughtful owner would have had the two jobs done at one time and saved quite a bit of labor cost.

Tossing Lighted Cigarette From Autos Forbidden

Recognizing it as a distinct fire hazard, the State of California has prescribed a severe penalty for tossing cigar or cigarette stubs from automobiles.

The penal code of that State has a provision which reads:

"Throwing from any moving vehicle any lighted cigarette, cigar, ashes or other flaming or glowing substance which may cause a fire is a misdemeanor punishable by a fine of not more than $500 or imprisonment in the county jail not to exceed six months or by both such fine and imprisonment."

FOUR TRACKS URGED IN ROAD BETTERMENT

Plans in Highway Construction Must Be Charged, Is Engineering View.

WIDTH AND SAFETY ASKED

"Two-track thinking in highway construction must be changed to four-track thinking in all phases of public roads improvement—financing and administration as well as engineering design and construction."

The statement is made by the Engineering News-Record commenting upon a symposium recently completed covering developments in the highways field. It is pointed out that use of the motor vehicle in this country is increasing each year faster than the mileage of improved roads. It is further stated that while the United States is spending $1,500,000,000 a year on roads, only a fraction of the highways" has been brought to engineering standards."

Total road mileage of the country early in 1928 was placed at 3,013,584. Of this total only 589,000 miles consisted of improved roads. Improved highway classified according to surfaces shows that 15 per cent is surfaced with sand or clay, 73 per cent with treated and untreated gravel, chert, crushed stone and waterbound macadam, and the remaining 12 per cent with hard surface of higher type.

Mileage Has Increased.

Mileage of improved roads increased fully 55 per cent since 1921. Early records show that in 1904 the year's total in highway expenditures was only $79,623,617. In 1914 expenditures on roads approximated $250,000,000, while in 1927 close to a billion and a half dollars went into the highways of the Nation.

Commenting editorially on the highway problem, the publication points out that vehicle owners are demanding more roads and wider and safer roads and roads which give a service to travel that was outside the boundaries of thought ten years ago. The situation calls for new highway thinking of a comprehensive kind.

"Except in paving-slab structure," it is stated "highway design of today falls short of requirements and presents few constructive prospects for the future. Almost everywhere constrictions of traffic exist. Narrow bridges and underpasses, sharp curves, blind intersections and crossings, and traffic-congested links through city streets prevail generally. With respect to free flow of traffic the modern highway structure is a succession of broad reaches and bottlenecks. The situation is hardly better in respect to signs and markings and signaling is a travesty on logic and sanity.

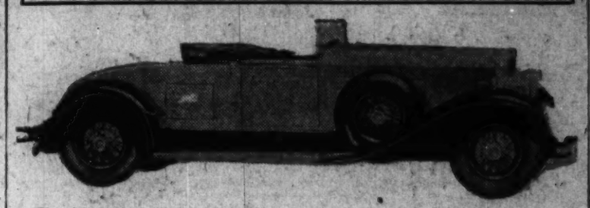
Not Yet Satisfactory.

"Indeed, full citation of engineering design faults of the modern improved road as a tool of transportation would pass all reasonable space limits. Neither as a structure nor as a free way for travel does it satisfy the requirements of good engineering location, planning and operation.

"Is traffic being served adequately by the present improved highway? In general it is not. There are congestion and delay, there are lack of safeguards and the presence of unpecessary hazards, there is want o' comfort and convenience, there is lack of mileage of improved roads. No censure is implied in these truths. Public-roads officials have done as well perhaps as they could, during the time of flux in every policy and practice of road building. They perforce have had to think of immediate ways and means. But at the present juncture, to serve traffic adequately there has to be new thinking from the changed viewpoint of traffic service.

"The highway has not been comprehended as a device solely to serve traffic. This is to be the accomplishment of the future."

HAS AN ENGINE LIKE AN AIRPLANE



The 1929 Franklin line represents surface and subsurface changes. Note the roadster's length.

Oil Filter Is Universally Employed on American Cars

Serving an important purpose efficiently, the oil filter is a mechanical unit now universally sed on American motor cars, it is pointed out by engineers who years ago were emphasizing the need for a device which would function automatically to protect the engine's lubricant.

Prior to the adoption of the filter, motor car manufacturers recommended that the oil in the crankcase be changed every 500 miles. Today these manufacturers' oil-changing recommendations range from 1,000 to 3,000 miles. The average recommendation is 2,400 miles.

This longer use of the oil has been made possible because of adoption of the oil filter, which filters the oil, removing from it foreign matter that otherwise would cause wear to the engine's vital parts.

The manufacturers' oil-changing recommendations are based on the use of an oil filter, and it is further recommended that the filtering unit be renewed every 10,000 miles to insure its working at highest efficiency.

The filter, it is explained, besides removing the abrasives from the oil before they can damage cylinders pistons and other internal parts of the engine, also effects a saving in oil alone about $28 a car per year.

Rush in Car Repair Work Deprecated by Service Men

The modern desire for speed in everything is being blamed by automotive repairers for the constantly reiterated demands by motor car owners that servicing work be rushed through. And, conscientious mechanics contend, this is one form of speeding-up of which motordom becomes its own worst victim.

"How long will it be before I can have my car?" is the question inevitably asked of service stations.

The result is that effects are remedied while causes very frequently are untouched, because the owner will not give the service department time to go into causes.

A typical rush-repair case well illustrates this point. The motorist was headed for a point which required a drive of 140 miles. Although he allowed himself plenty of time, he covered the first 80 miles of the journey in 2 hours of terrific driving. Under the excessive speed, a bearing burned out. Poor lubrication, naturally, was the cause. Did the motorist, in having it repaired, ask the mechanic to look into the oil line or pump? he did not. In fact, he insisted that the bearing be replaced without ado so he could resume the journey.

He reached his destination by driving slowly, but, on the return trip, in the dead of night and on a lonely, deserted country road, he paid for his haste in getting the original repairs made.

The same bearing burned out again.

What with being towed for 25 miles, in addition to the cost of the repairs made a second time, the waste was quite heavy in this case. It is just as true in hundreds of others.

Second Gear Urged In Crossing Tracks

Ends of Safety Are Best Served Thereby, Automotive Men Assert.

In crossing a railroad track, the ends of safety can be served only by proceeding in second gear, it is emphasized by automotive authorities. The danger of stalling is much greater when the car is in high gear than when it is operating in second or low, it is explained. If a shift to second gear is made all of this danger is avoided. The motor is turning faster and is not so easily stalled. In addition to this, the car can be driven across the tracks in second speed at approximately the same speed as the driver will cross in high.

An erroneous impression prevails that if the gear is left in high the car can be speeded up more quickly in case a train is approaching, but it must be remembered that the distance is very short, and a full throttle opening while in second speed will send the car forward with a greater degree of certainty and far less liability of stalling.

The sudden opening of the throttle, however, brings up a matter of grave importance, something that must be remembered. If either the foot accelerator is pressed all the way down too suddenly, or the hand throttle jerked open too quickly, it sometimes causes the engine to stall. For this reason the operation should be performed gradually enough to give the motor time to respond.

What Circuit Breaker And Relay Cut-out Do

There are numerous features of the electrical system of the car that are assumed to be too mysterious by the average owner. A reader writes asking an explanation of the difference between the relay cut-out and a circuit breaker. The purpose of the former is to reduce the generator's charging rate at high engine speeds.

The latter functions as a warning device in case of a short circuit or ground. Alternately opening and closing the circuit, it makes a clicking noise which apprises—or should apprise—the driver of trouble in the ignition.

Overlubrication Still Committed by Motorists

Warning the car owner not to overlubricate the clutch release bearing may have the earmarks of carrying coals to Newcastle, and yet there are some motorists who need to be warned against this practice. Particularly is this true where the bearing is lubricated by a grease cup.

When the motorist does remember to take up a turn on the cup, he is prone to give it several twists to make up previous remissness. Too much grease on the plates causes the clutch to grab.

Racing of Engine an Abuse.

Despite all that has been said about racing the engine, too many motorists continue to abuse it in this way. Always unnecessary, it is a practice that accounts for much of the premature wear on the power plant.

INTRODUCING
the new management of
DURANT MOTORS
INCORPORATED

IT IS with deep pride that I now identify the prominent group of motor car executives who have acquired large financial interests in Durant Motors, Incorporated, and who now assume complete executive management of the Company.

Those who are at all familiar with automobile history will recognize this group as among the industry's most experienced, accomplished and resourceful leaders.

The organization and development of the original Dodge Brothers, one of the outstanding successes of our time, is credited to the wisdom and energy of these men.

They bring to Durant Motors, Incorporated, a consistent and substantial record of success. They have formed the life-long habit of building good motor cars, advertising them in honest language and selling them at honest prices.

Their combined experience encompasses every phase of the motor car industry—engineering, production, merchandising, advertising and finance.

And as a group they represent those qualities of character, intellect and progressive leadership on which all permanent industrial success is founded.

Under the executive leadership of this group, Durant Motors, Incorporated, is destined to become a factor of commanding importance in the world's greatest industry.

W. C. DURANT

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RALPH A. VAIL, *Vice President*
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USE OF AUTO OPENS FOREIGN LANDS TO TRADE EXPANSIONS

Motor Vehicles Now Found Carrying Commerce in All Countries.

PASSENGER CARS CARRY MAIL ALSO IN MONGOLIA

High Taxes Still Prove Bar to Wider Use in Some Newer Nations.

Wherever man lives and works, in every land and in every clime, the motor car is opening new vistas of pleasure and of material wellbeing. If the term universal ever was truly applied, is is in connection with the automobile's use in the world today.

Motors move people and their goods in Sweden and South America, in South Africa and Australia, in Siberia and in the South Seas. Even in Death Valley, 210 feet below sea level, the automobile is not an uncommon sight, and the motor car has not failed to pierce the lofty levels of the Andes.

Uses to which the motor car are put are not confined solely to pleasure and recreational purposes, explains John Y. Lawrence, recently appointed a permanent European observer for the National Automobile Chamber of Commerce. Salesmen, he says, in England, in Germany and in many other countries where road conditions will permit, travel from town to town in automobiles, transacting their business as they go. Government officials visiting and inspecting their districts and ranchers travelling from point to point within their domain also use the passenger car to advantage.

Used on Caravan Route.

In addition to many other forms of individual usage, passenger cars are serving as common carriers of mails and passengers, building up traffic to be later handled by buses, in Central America, in Mongolia, over the old caravan route from Beirut to Bagdad, and in numerous other little traveled and sparsely settled districts of the world.

Virtually every important city of the world is now using motor buses in what might be termed "street car" service, as well as on suburban lines. In Europe interurban bus lines have shown a marked growth recently and this expansion is noted in an increasing degree in Central and South America, Australia, Africa and Asia, where poor roads have retarded such development heretofore.

Railroads in numerous countries are taking an increasing amount of interest in the motor bus and the motor truck. State railway systems in Sweden, in Germany and in South Africa have established such services to extend their existing rail lines into new territory or to act as feeders to them. Postal authorities in Switzerland, in Czechoslovakia operate motor buses for transporting mails and passengers to districts not served by rail lines.

Besides bus services on regular passenger-carrying lines there are numerous cases where special uses are made of these vehicles. Workers are carried to industrial or construction enterprises in buses. Another growing development abroad is typified in Sao Paulo, Brazil, where children are carried in buses between a large missionary school and their homes.

Hotels Operate Buses.

In many other countries one finds the same situation, as in Turkey, where leading hotels in Constantinople maintain their own bus services for carrying guests to and from the railroad station as well as the summer resorts on the Bosporus.

Trucks are coming into such everyday uses abroad as are found in this country. In Bogota, Colombia, one sees motor trucks equipped with towers for repairing electric transmission lines, similar to those used by street railways and electric light and power companies in this country.

Wholesalers in Vienna use motor trucks for distributing beer, milk, fruit, vegetables, meat, soda water, ice, bread, gasoline, newspapers and many other commodities throughout the city and its environs. In Italy even the picturesque Roman wine cart is giving way to the motor truck, which carries several times the capacity of a one-horse conveyance.

In Singapore, motor trucks now transfer cargo quickly from the harbor to godowns or merchants' shops in the business district. This cargo formerly laid for days on the docks, exposed to adverse tropical climatic conditions, because there was no efficient or rapid way to transfer from ship to godowns. A fleet of motor trucks operated by the harbor board now moves the merchandise within an hour after discharge from the vessel.

Rubber Carted on Trucks.

Motor trucks are driving two-wheel carts from the streets of Manaos, Brazil, and are used almost exclusively in that port to handle rubber that comes and goes between waterfront and warehouse.

Belgians use motor vehicles for practically all commercial and industrial purposes, except on farms and by farm cooperative organizations. Expanded farm use of motor vehicles is predicted in Czechoslovakia, however, when the present highway construction program extends the truck garden area around Prague and thus makes animal power uneconomical.

Wherever road conditions permit, trucks are used on sugar and cotton haciendas in Peru, both for distributing seeds and collecting crops at centrals or gins, and also for hauling the crops to the ports.

Road building in territory adjacent to Havana has stimulated the transporting of milk, potatoes, eggs, fruits and produce into the city by light trucks.

Fish is sold from trucks equipped with electric refrigerators in Sao Paulo, Brazil. Motor trucks fitted up as shops travel from village to village in rural Germany for selling various types of merchandise.

Fully equipped motor trucks are sent to small villages and country districts of Italy by the Fascist organization, L'Industria Educativa Italiana, to show educational motion pictures to that part of the population which could not otherwise be reached.

Lack of good roads in the so-called "newer" countries and excessive taxation and restriction of the motor vehicle, under the exploded theory that it is a luxury, in many others, are the chief factors retarding the growth of world motorization.

Lower Taxes Sought.

Motor manufacturers of this country have been fully cognizant of these impediments to expanded motor use and for the last four years they have been constantly intensifying educational programs in other contries having for their object the removal of these obstacles.

This work is done through their cooperative organization, the National Automobile Chamber of Commerce, under direct supervision of its president, Alvan Macauley, and Roy D. Chapin and John N. Willys, chairmen respectively, of the highways and export committees.

Representatives of the chamber, speaking in appropriate languages and using special motion picture films for greater emphasis, have already carried out these educational programs in 52 counties on 5 continents. These representatives have nothing to sell. No mention is made of American cars. Efforts are made to stimulate motor use, regardless of where the vehicles may be made, with the result that all manufacturing nations will share in the new and broader markets thus created.

These educational programs may be divided into two major parts. First, the broader aspects of highway transport, such as highway planning, finance, construction and maintenance, accident prevention and traffic control, motor taxation, legislation and related topics, are discussed at private meetings, consisting of groups of municipal, departmental or national government officials, rotary clubs, chambers of commerce or similar organizations, with larger meetings, usually sponsored by high government officials, to which the general public is invited. Attendance at these general meetings has in several cases exceeded 2,000, all personally invited.

Trade Conferences Held.

Second, meetings are held on trade topics with dealers, their salesmen and mechanics, as well as with their bankers. In addition, meetings also are held with motor truck and bus operators as well as railroad officials interested in highway transport.

Besides the campaigns carried on by these traveling representatives, directors of the chamber also have made special trips to Europe, Mexico, Central America, Cuba, South America and Canada for activities designed to broaden motor markets.

As a result of these efforts and similar ones made in cooperation with European motor manufacturers and with such organizations as the International Roads Congress, International Chamber of Commerce and the Pan-American Confederation for Highway Education, one finds abroad a growing realization that the automobile is not a luxury, but an agency of primary importance to economic and social development. Coincident with the growth of this idea, one finds government taking a broader view of the possibilities of motor transport, with resulting increase in road building and less burdensome motor taxation and restriction.

As this new attitude toward the motor vehicle develops, motor use will expand at an increasing tempo in the far corners of the earth. Motor manufacturers of this country are most optimistic as to the growth of these foreign fields and there is no doubt that by delivering vehicles there at the lowest possible price, they will secure their full share of these broader markets.

An annual sum of $75,000,000 is appropriated by Congress for the improvement of the Federal system of interstate and intercounty roads.

Export Sale in Motor Cars Equal to Domestic Is Seen

Will Benefit American Purchasers as Assisting Man Production and Distribution, Which Lower Cost; Large Capital Required; Complications Many.

It is not fanciful to look forward to the day when the American motor-car maker, who adequately develops the foreign field, may develop his export business up to a plane equaling his domestic sales.

This viewpoint is held by John D. Biggers, Graham-Paige official, who goes on to emphasize that the development of a large volume of export business is of direct benefit not only to the motor car companies themselves but to American purchasers.

"It is generally recognized that, in mass production, low cost depends on maintaining capacity production at all times," says Mr. Biggers, "and export business is a safeguard against seasonal fluctuations in production. The reason is that, south of the equator, the seasons are directly the opposite of ours; countries in the Southern Hemisphere have their summer while we are having winter, and therefore their greatest demand comes during our own slack season and proves a valuable balancing factor.

"Developing an export business is therefore desirable for other reasons than the sales alone, yet it is beset with many difficulties. While basically, all peoples are alike, you will find that the inhabitants of the 109 countries of the world are influenced by varied social, racial, religious, climatic, and economic factors, and consideration must be given these superficial differences.

"To reach these peoples is, in itself, a problem. There are 56 languages in the world, not counting the hundreds of dialects. It is necessary to print advertisements in 22 languages in the newspapers, which is the best way of reaching people anywhere in the world, just as it is in the United States; and sales literature must be printed in 14 languages.

"There are other difficulties such as credits, buying power, duties, taxes and special regulations.

"For instance, the distributor of an American car overseas, as compared with one here at home, requires more than twice as much capital to do the same volume of business; first, because he has not credit facilities such as are offered by American banks; second, because he must pay cash two or three months before his cars reach him; third, because the cost of an American car has increased approximately 100 per cent when it arrives at his place of business.

"Despite these difficulties, American manufacturers have made great progress everywhere overseas and will continue to do so at an increasing rate, because, since the motor business in most other countries has not passed beyond the stage we attained ten or fifteen years ago, its greatest expansion is yet to come."

Automobiles in 1929 More "Alive" Than Ever Before

Every driver at times has sensed that his car was alive. Its alert response, its litheness, its "feel" have contributed to this impression particularly during the last few years which have seen such amazing engineering advances.

Now, with the 1929 cars out en masse, one learns that the modifications and innovations of design have greatly accentuated this sense that the automobile was imbued with a consciousness of its purpose and possessed of a zest to serve this purpose well.

This characteristic of the new automobiles—in varying degrees, from the least of them to the greatest—is one that can not be recognized visually. As a result, it is pointed out by motoring observers, the visitor to the automobile show should bear in mind that, while he is seeing a great deal, he can not become acquainted with the vast improvements made in the newest cars until he actually has ridden in or driven one of them. He will be impressed by the beauty, the color, the neatness, the increased number of fine efficiency devices, but, unless he sincerely is interested and experienced, he may miss the fact that the new machines are every bit as good as they look.

In other words, the motorist who has gloried in the fact that his car was "alive" should realize that they are more alive than ever before.

Greater tribute could not be paid to America's greatest industry than that paid by its own creation—the newest automobile.

AUTOMOBILE ABROAD CLASSED AS LUXURY

Appreciation Lacking There of Car's Importance in Transportation.

HIGH TAXES ARE IMPOSED

Lack of a fuller appreciation of the value and fundamental importance of motor transportation to any country has resulted in a hindrance to the sale and normal expansion of the use of motor cars in most countries, according to H. O. Smith, chief automotive division, United States Department of Commerce.

Mr. Smith contends that this lack of appreciation manifests itself in the classification of the motor car as a luxury and therefore subject to high taxes of every conceivable kind, "resulting in the average selling price in most countries being about twice that applying to the same car in the United States.

"When motor vehicles are more generally looked upon as the embodiment of just so much potential transportation and not a luxury, many of the obstructions in the way of buying a car probably will be removed," Mr. Smith says. He continues:

Expands Despite Handicap.

"In spite of these handicaps motor car use has expanded, and is expanding rapidly, not only in the United States but in practically every civilized country of the world.

"As recently as 1910 there were only 468,500 motor vehicles in use in the United States, and in the year 1910 the United States production of cars and trucks totaled only 187,000 units.

"Car registration in the United States as recently as 1919 totaled only 1,217,762 and in 1918 we had only 5,848,867 cars, buses and trucks, while registrations outside the United States reached 6,435,316 in 1927.

"The 1926 net increase in registrat n outside the United States of 974,960 was more remarkable than was the net increase in the United States of 2,030,456, difference in selling price and other conditions applying in the various countries taken into consideration.

"It is evident that we have only seen the beginning of the development of motor transportation throughout the world.

Suitable Roads Lacking.

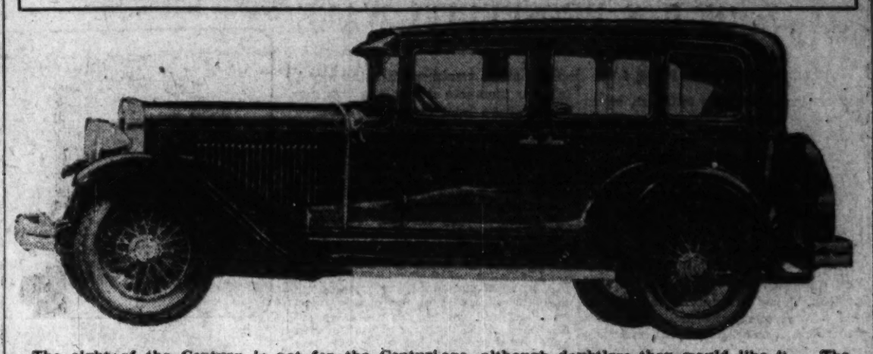
"We can not afford to look upon any market with indifference, even though there may be only a few cars in use—at present. Expansion of motor vehicle use is being retarded by lack of more suitable roads, by taxes and charges which are high now because of lack of fuller understanding of the real value and importance of motor transportation to the people and the welfare and prosperity of any country.

"The motor vehicle has probably been one of the greatest single factors bringing about the unusual prosperity the United States is enjoying today, and I am confident we will find that the prosperity of other countries will develop practically at the same rate motor transportation is developed.

"If it were possible to sell motor cars in other countries at a price approximating those applying in the United States, plus only transportation cost and such necessary items, and if prices in the United States were as high as are prices in other countries, I am not at all sure but what the annual increase in motor car registration abroad would exceed the annual increase in the United States."

A total of 1,500 miles of roads in the national parks is to be improved under a Government program.

IT ALSO WEARS THE EXPECTANT LOOK OF EAGLES



The eight of the Century is not for the Centurians, although doubtless they would like it. The sedan illustrates the grace that marks all the Hupmobile models.

Engineer Explains Auto Horsepower

Has Definite Relation to the Speed of Engine, Is His Statement.

Horsepower, a term not generally understood by the motorist is shown by automotive engineers to be the amount of power or force developed by the engine and is expressed in "foot pounds." A foot-pound is the amount of power required to raise 1 pound 1 foot in one second. One horsepower is the amount of power required to raise 550 pounds 1 foot in 1 second, or 33,000 pounds 1 foot in 1 minute.

The horsepower developed bears a fixed relation to the speed of the engine, the higher the speed the greater the horsepower until a certain point is reached, when the amount of power developed begins to fall off. An engine may develop 15 horsepower at 400 revolutions per minute, 35 horsepower at 1,000 revolutions per minute, 50 horsepower at 1,400 revolutions per minute, 75 horsepower at 2,200 revolutions per minute and 85 horsepower at 2,600 revolutions per minute, when the horsepower will begin to decrease.

This is the reason that one has to change speeds when climbing a steep hill. When a change to a lower speed is made it permits the engine to speed up and deliver more power to the rear wheels.

Horsepower is measured usually by the electric dynamometer.

With the electric dynamometer the engine shaft is coupled to the shaft of an electric generator and the output of electricity measured. The horsepower is equal to the volts multiplied by amperes, divided by .746 multiplied by the efficiency of the machine. On the latest improved electric dynamometers dials are provided whereby the horsepower is indicated directly, without the necessity of making any computations.

Right Adjustment Urged for Controls

There are many indications that car owners are failing to take full advantage of the adjustability of driving controls. In some cases this is traceable to the motorist's ignorance of the fact that brake and clutch pedals and steering post may be fitted to the driver; in others, it is due to indifference.

The family car which may be driven by several different persons can be adjusted as to controls to fit the majority. Where the car is driven by one person, the precisely right adjustment for the greatest comfort and safety should be made.

The American automobile industry's mass production system is being adopted on an increasingly large scale by overseas manufacturers.

STATE ROAD INCOME FOOTS $739,765,000

Fees and Gasoline Taxes Lead in Totals for Year's Revenue.

U. S. AID RANKS FOURTH

Motor vehicle fees and gasoline taxes constitute the greater portion of annual State road income, according to a survey by the United States Bureau of Public Roads. Receipts from sales of State highway and bridge bonds and from notes for 1926 and 1927 ranked third, while Federal aid appropriations were fourth. In 1928, 1924 and 1923, it is pointed out, motor vehicle fees headed the list, State bond revenues were second, Federal aid funds third, transferred funds from counties fourth, and gasoline taxes fifth.

The latest available figures of 1927 show that 12 per cent of the total State road income of $739,765,356, or $90,979,280, was derived frm the sale of highway, road and bridge bond and from notes; 35 per cent, or $260,854,798, was derived from motor vehicle fees and slightly less than 23 per cent, or $169,818,473, was derived from gasoline taxation. Federal aid amounting to $90,459,971 formed 10 per cent of the total.

Of the total county and township road income for 1927 of $840,613,926, about 21½ per cent, or $181,080,863, was derived from the sale of bonds, which is more than double the sum received by these subdivisions from motor vehicle fees and gas taxation, amounting, respectively, to $40,289,886 and $48,860,808. Bond revenues ranked second in the counties' total income, exceeded only by the $405,319,776 local road tax levy. Bond revenues have ranked second in the counties' annual income for several years.

According to latest available figures, 31 States have an outstanding State road and bridge bond indebtedness of $600,000,000. The county and township bonded indebtedness for roads in 45 States is $1,286,292,600.

In the recent election Iowa, by voting $n items of $100,000,000, brought the total number of States with issues of State bonds outstanding to 33.

Chromium Plating Universally Used

Nickel Displaced on Exposed Metal Work; Not Tarnishable.

Chief among the interesting developments of recent years in the automotive world has been the almost universal adoption of chromium plating. As pointed out by automotive engineers, chromium plating takes the place of nickel plating on exposed metal work. It has the impressive advantage that it is untarnishable and requires no more cleaning than can be effected with a wet rag and a dry polishing cloth.

Chromium presents an exceedingly hard surface, very nearly as hard as diamond, and consequently it is difficult to scratch. It is unnecessary to use metal polishes on it, and it has the peculiar property that mud does not dry on it in cake form, but rather like thick dust. The owner of a car of which the bright parts have been properly chromium plated has no special work to do in order to keep it bright.

What it is, may best be described as a very thin film of metal, electrically deposited in a special form of vat.

Broadly, the process is first of all to copper-plate the object, then to deposit nickel on top of the copper, and lastly to form a very thin film of chromium on top of the nickel.

Buyers of Cars Today Informed

Now Apt to Know Fully the Mechanical Capacity of Automobile.

Automobile salesmen no longer are dealing with neophytes when they go to see the average prospect. In many cases, sales managers assert, it is true the prospect may know quite as much about the mechanical capacity of an automobile as the man who sells it.

Accordingly, the salesman who once was able to do most of his selling before the demonstration actually began, now must meet a growing "show me" attitude on the part of the prospective buyer. The motorist does not need to know the technical side of the car to be well up on performance, and he demands a demonstration that puts the car through all of its paces.

Although he may not know what makes a car fast, powerful, safe, easy to handle, and economical in operation, he wants to be sure that it has all these qualities.

To the credit of the automotive industry, it can be said that the manufacturer has given the salesman a product that he does not have to argue the skeptic into buying.

New Compound Needed For Exhaust Valves

Many, perhaps a majority, of cars employ silcrome exhaust valves today. Silcrome is tough. It resists heat and the pounding to which valves are exposed.

Furthermore, it resists the ordinary compound that is used by the home mechanic in grinding valves. An attempt to use the compound that worked well on the old type valves will end in failure.

Gasoline in Cylinders Cause of Oil Dilution

Two of the factors of greater oil dilution in winter, excessive use of the choke and slow warming up, are fairly widely known. A third reason why the oil deteriorates faster at this season is that the operating temperature of the engine is generally lower.

That simply means that raw gasoline is seeping down the cylinder walls and entering the crankcase, where it dilutes the lubricant.

Inspection Is Urged Of Crankshaft Pulley

There are lots of mysterious car noises. One that occurs seldom, but often enough to justify an occasional checking, is that caused by looseness in the pulley at the front end of the crankshaft. Driving most of the accessories—generator, fan, water pump, etc.—it carries quite a burden and may become loose. A noise in the front of the engine should suggest it be inspected.

Retarding of Spark Holds Back Starting

Retarding the spark retards the start when all the odds are against a quick get away as in cold weather.

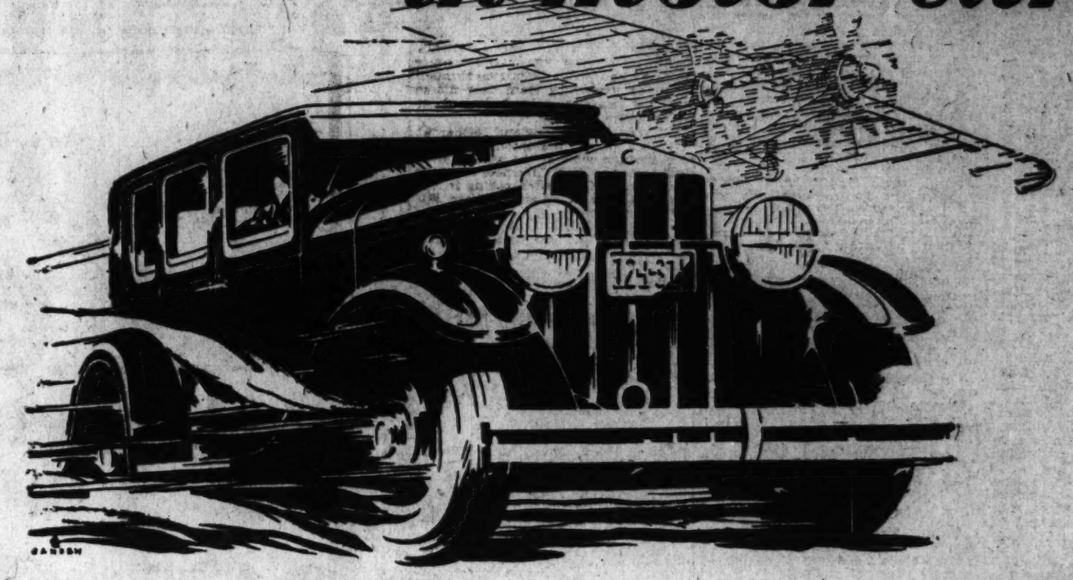
The practice is a hang over from another day when it was essential to set the spark back. It no longer is necessary save, of course, when the engine is being cranked by hand.

Hawkins NASH

Still "conveniently located on 14th street" and the same old slogan of "Satisfaction Plus" from smiling sales and service men.

1529 14th St. N.W.
Decatur 3320

The NEWEST THING in motor cars—



the thrilling Airplane Feel of the new FRANKLIN

now presented at amazing low prices

Franklin—always the pioneer—has again announced a revolutionary advancement in motor cars. This time air-cooling has made possible the most astonishing performance motorists have ever known. Here, in an entirely new line of cars, Franklin presents a new thrill to youth—to the seasoned road driver—and even to the aviator.

For in the tremendous reserve power, the rocket pick up, the zooming road speed, the soaring smoothness and the cloud-like riding comfort, there is a *different* and astounding performance that actually has the *feel of driving an airplane.* Even in the take-off of the Franklin the new silent transmission affords instant speed and extreme quietness.

With its greatly advanced performance, its modern beauty *and its sensational new low prices,* Franklin is easily the most outstanding value at the Show. See this beautiful car—and arrange to drive it. You'll then learn the *airplane feel* of the Franklin—the most unique and thrilling driving experience today.

$2180 *The One-Thirty* A spacious car of traditional Franklin quality; powered by a high compression, six-cylinder (3¼" x4¾") air-cooled motor. Sedan price $2180 at factory.

$2485 *The One-Thirty-Five* Longer wheelbase; larger bodies; added luxuries; new, more powerful, six-cylinder, air-cooled motor (3½"x4¾"). The Sedan priced at $2485—at factory.

$2775 *The One-Thirty-Seven* 7-passenger type—unusually commodious; long wheelbase, wide track; new, silent transmission; powered by larger motor. Sedan priced at $2775—at factory.

FRANKLIN

THE NEW AIR-COOLED CAR WITH THE AIRPLANE FEEL

ALSO ON DISPLAY AT THE AUTO SHOW JAN. 26-FEB. 2

FRANKLIN MOTOR CAR CO.

HARRY W. BURR

Salesroom—1517 Conn. Ave. N.W. Service—1909 M St. N.W.

POSSESSION OF CAR URGED TO PROMOTE LIVING EFFICIENCY

Progress Directly Related to Transportation, Says Chevrolet Executive.

AUTO FOR EVERY ADULT NOW INDUSTRY'S PLAN

Idea Considered Outgrowth of Campaign for Two to Each Family.

Because possession of an automobile makes it possible for an individual to be "more efficient in his living," every adult American who can finance a motor car should see that he gets one.

"There are in the world three great necessities that must be provided if the human race is to exist," says H. H. Grant, Chevrolet official, in explaining his point of view. "These three great necessities are food, clothing, and shelter. After a human being provides himself with the three great necessities he then has a curiosity as to where he should go and how he should get there. To put it in other words, transportation becomes an inherent necessity as soon as the three great actual necessities have been taken care of.

Progress Traced to Travel.

"It so happens that the progress of mankind depends more on transportation, which is not in the strictest sense a necessity, than it does on the three great actual necessities of life. The whole history of the progress of the world proves this.

"Mankind was retarded in his material progress for many years from a lack of transportation facilities. The great and outstanding material progress of the world has taken place in the last two centuries since transportation has been made efficient. The introduction of the steam railroad, the building of bridges, the introduction of rapid communication in the form of the telegraph and the telephone, the development of rapid transit in congested areas, the introduction of the street car, the substitution of automobiles for horses, and, finally, the partial development of air transportation have been the greatest factors in the material prosperity of mankind.

"The underlying reason for this is that it enabled men and women to increase their efficiency by covering a greater area, seeing more people, and doing more things within the period of a working day.

"In my daily work I am often impressed by the fact that our present sales organization could not be a possibility were it not for our transportation facilities. Thinking along the same lines when I was in Europe last year I could not help but feel that the efficiency of many countries abroad would be tremendously increased if we could take the people off bicycles and put them into automobiles. In my estimation, in many foreign countries today the bicycle is merely the forerunner of the automobile. When we travel in those countries where even bicycles are not used we see the reflection on every hand of a lack of progress and only when good transportation facilities are available will those countries compare with countries which today have good transportation facilities.

Autos Promote Efficiency.

"When the automobile began to make progress in individual transportation, economists pondered the question as to whether the diversion of money from other businesses into the automobile business would not be an economic handicap to the country. There, of course, was no need for this worry, as every automobile sold was making for greater efficiency in the country. Later on this economic fact was recognized.

"We have now progressed to such an extent that economists watch the expected volume of automobile business to help them judge whether the country is going to be prosperous in the coming year, consequently we can take it for granted that today, with such progress as we have made in the automobile business every one is convinced that our industry is doing the world good and not harm, from an economic standpoint.

"For years a favorite topic of conversation has been the saturation of the automobile market. This saturation point has been predicted time and time again, but has not come to pass. Looking into 1929, in spite of all past predictions, we are anticipating the greatest automobile year in our history. The reason for this is that we are so sound fundamentally. Not only does the customer buy a car for pleasure, but he also buys it with either a conscious or subconscious recognition that he is increasing his efficiency.

"Again the viewpoint of the American people has been constantly changing and pushing the saturation point farther away. The two-car-to-the-family idea had a very decided effect in this direction. The general prosperity of the country made a very large replacement market necessary and brought into being each year a large number of new buyers.

Two-Car Idea Spread.

"When I first came into the automobile business in 1924 I felt we had advanced to a point where we should begin to recommend two cars to the family in all instances where the family was prosperous enough to have two cars. This at the time was considered a radical thought, and the question of extravagance came up. Today the average family is equipped with two cars, or is expecting to be, and it is not considered extravagant to have two cars. The reason for this is that again the fundamental rule applies that efficiency is being increased as transportation facilities are being increased.

"I believe we have now advanced to the point where a further fundamental piece of progress should take place. We should now adjust our thinking to the point where we believe that it is economical for every adult member of American society who can afford an automobile to have one.

"In considering the transportation subject, many people have wondered whether or not the development of air transportation would not be competitive to automobile transportation and, as a result, less automobiles would be sold. I do not believe that such would be the case. I feel that if air transportation is developed to a point where air planes are used, again, as a result of the introduction of more transportation than ever, the world will again go forward in its material progress.

"My conclusions are that the more transportation we have in the world the more prosperous we are, and I feel that the immediate practical step in front of us in this direction is the purchase of a larger number of automobiles in the United States, and I feel this should come about through a changed viewpoint, where every adult member of American society should ask himself the question, 'Can I afford to be without an automobile?'"

Give Gasoline a Chance.

Switching from a less to a more volatile gasoline is not an assurance of better fuel performance unless the carburetor is, made to conform to the higher grade fuel.

MOTOR INDUSTRY KEYSTONE OF U. S. PROSPERITY WAVE

CONTINUED FROM PAGE 1.

general impetus of the last year, seems to have begun with so many auspicious signs clearly visible.

No Cause for Pessimism.

Naturally, with such a background it is difficult to be pessimistic. And it is obvious that there is no cause for that. Rather there is cause for unbounded optimism, and it is just because of that fact that some observers, well qualified, are sounding a note of caution. They are not deprecating in any respect the automobile industry's ability again to outstrip itself, but they are saying that a little care should be exercised to the end that the evil of overproduction not be encountered. Among such observers is Col. Leonard P. Ayres, a very able Cleveland economist whose words always are given the strictest attention by the automobile industry. Col. Ayres has stated it to be his belief that there may be some downward revision in 1929 production schedules. Yet, at the same time, he is confident that the industry has a good year before it.

In the opinion of Norman G. Shidle, writing in Automotive Industries, "the automotive industry seems likely to continue to break records during 1929."

"There is every indication," Mr. Shidle says, "that in sales and production of both cars and trucks, the industry will go ahead even of the great profit-producing quantities established during 1928. Huge gains are not to be looked for, to be sure, but gains can be predicted without any great stretch of the imagination."

Quantitative Guess Hard.

"Assuming familiarity with the automotive industry in general and access to detailed records and figures of past performances, one man's quantitative guess about what is going to happen in 1929 is as good as another's. In making estimates, however, it seems fair to keep in mind the fact that most automotive manufacturers today have learned the dangers of volume without profits, and seem likely to gauge their actual output with this thought in mind. Here is how 1929 looks to Automotive Industries on the basis of facts, figures, opinions and general business analyses available at the present time."

And the following compilation then is presented:

"Nineteen twenty-nine estimated total production, cars and trucks, United States and Canada, 4,750,000. Passenger cars: Estimated United States-Canadian output, 4,115,000; estimated Canadian output, 215,000; estimated United States output, 3,900,000; United States sales to dealers, 3,365,000; estimated exports, 535,000.

"Trucks: Estimated United States-Canadian output, 635,000; estimated Canadian output, 60,000; estimated United States output, 575,000; estimated United States sales to dealers, 375,000; estimated exports, 200,000."

Estimate Seems Close.

Thus, it will be seen that in the view of this observer, the present year will be one of even better business in the automotive world than 1928. The increases are not especially great, it is true, but the aggregate is stupendous, it means an advance over a record year, and retrogression is not contenanced. As Mr. Shidle says, the figures are estimates and estimates only, but on the basis of similar performances in the past the present observer is inclined to view them as likely to prove remarkably accurate.

Unless there should be a sudden change in the situation—which is most unlikely—the motor car financing phase should be as little worry to the industry this year as it was last. Some years ago, "wild" financing terms threatened havoc, but the industry and the bankers got together and brought order out of a situation that certainly was dangerously chaotic. Today financing is on a sound and stable basis for by far the most part, and, as stated, there is no reason to believe that 1929 will witness a change.

The figures covering financing last year are quite interesting. A survey reveals that of all the cars sold, 58 per cent were sold on time. The corresponding figure for trucks was 52 per cent. New cars average note at the time of purchase was $606, while the same figure covering used cars stands at $295. For trucks it was $832.

Used Car Still Problem.

Coming now to the used car problem, which remains probably the most pressing single question confronting the industry today, it may be said, and proved, that some betterment is being registered from year to year. The two and three car to the family movement is having a most salutary effect. Where a few years ago the two-car family was the exception, today it actually is becoming the rule, especially in families of any size. Owners today are keeping the old car instead of trading it in. This relieves the dealer, and, naturally, is highly beneficial to the family, since it makes it flexible as to transportation. On the sle of maintenance costs, also, almost everything is in favor of the two or three car plan, so it is making substantial headway throughout the country.

More study has been given to the question by manufacturers and dealers, and this added attention, scientifically based, is helping in many ways. Some dealer organizations have established junk plants where decrepit cars are taken apart and thus removed from the highways. Many cars are not salvaged at all, being too worthless for anything except scrap, while in some cases parts are brought back to life and service where they can be of genuine use. Dealer organizations, especially, are manifesting a keener and more thoughtful interest in the whole problem and in plans for its alleviation. The manufacturers are finding this to be so in their own efforst along this line.

Progress Is Being Made.

To say that the used car problem is well on the way to solution would be stretching a point, perhaps, but there is no reason for disbelieving that more progress is being made at the present time than ever before. Daylight is beginning to loom ahead, dimly, but plainly discernible. Obviously, solution of the problem is of importance to the motorist and the prospective motor owner, since he inevitably is affected in a large degree.

In this review of the automotive industry, some mention should be made of the traffic problem and of the roads construction program, since these two factors have a very vital bearing upon the progress of the industry.

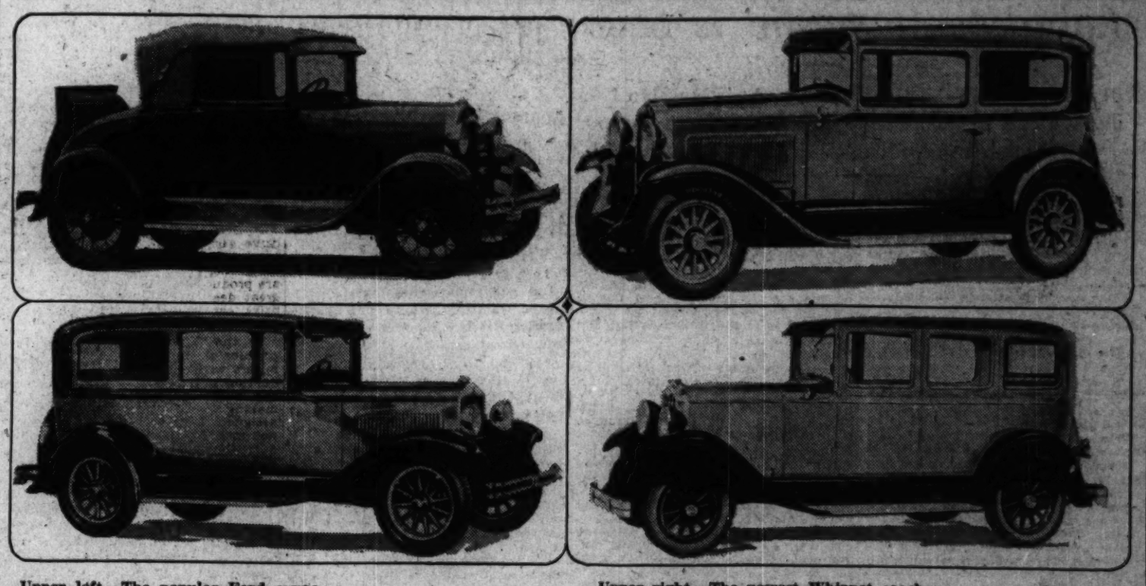
Traffic congestion continues a vexing problem in our cities and, to an important extent, upon certain main highways connecting cities. Within the last few years the establishment of engineering traffic bureaus in the larger cities has brought a measure of relief through the more scientific use of available street space and the sounder method of moving the traffic stream. In this connection the writing of the uniform vehicle code and the model municipal traffic ordinance by the National Conference on Street and Highway Safety, and the adoption of these measures on an increasing scale, should be remembered.

Special Action Needed.

Experts are agreed, however, that in some of the largest cities even the most excellent regulations and the most complete enforcement of them will not bring the necessary relief, particularly at certain heavily traveled points. Here judgment and care with respect to financial considerations is obviously necessary. Where this is being done today the smaller producers are doing nicely, and in the future alertness should continue to be rewarded.

On every hand are evidences that the industry is moving into the new year in a healthy condition. Of paramount importance, its newest models, the commodity it has to sell, surely have gained a heavy volume of popular favor already. And every merchant knows that a public able to buy and thoroughly sold on the article is a public that one hears from emphatically.

THIS QUARTET STANCHLY DEFENDS THE FIELD OF THE FOUR



Upper left—The popular Ford coupe.
Lower left—The larger Plymouth coach.
Upper right—The newest Whippet coach.
Lower right—The smallest Durant sedan.

Cumberland Stone Road Built in 1829

First Macadamized Was Laid Down in Indiana 10 Years Later.

Here is a bit of road building history which should prove of interest to motorists using today's fine highways:

Until 1910 waterbound macadam was the leading hard surface finish for roads. However, due to changing traffic conditions, this has become an intermediate type of road finish, its place having been taken by concrete and brick roads. In fact, it has been found from experience as well as experiment that waterbound macadam is better suited for steel-tired traffic rather than rubber-tired.

The first macadamized road was built by a Scottish engineer after whom the process was named. The first road of this type built in the United States probably was constructed during the early part of the last century. Kentucky has been building stone roads since 1829 and by 1837 there were 800 miles of first-class roads in that State, either built or building. The first stone road to be built in Ohio is believed to have been the old National or Cumberland road, completed in part in 1829.

The first macadamized road in Indiana was built in 1839. It was the first, and only, road built by the State authorities for a long time and extended from New Albany to Paoli.

Avoid Straining Steering Wheel.

Turning the steering wheel when the car is not in motion should be avoided. It can be avoided even in a small space by moving the car ever so slightly as the wheel is turned.

Comfort is the keynote of the new 1929 models

While the manufacturers are providing greater comfort for you--give a thought to the comfort of your motor



The AMERICAN OIL COMPANY
Affiliated with Pan American Petroleum & Transport Company
General Offices: Baltimore, Md.

FRONT-WHEEL DRIVE NEARS REALIZATION IN MOTOR INDUSTRY

Revolutionary Power Plant Innovation Reported Just Around Corner.

ITS UNIVERSAL ADOPTION WILL BE SLOW PROCESS

Proponents Advance Numerous Claims of Advantages, But There Are Skeptics.

What about front-wheel drive?

Not so long ago, it was represented as "coming," but now it may be said that it is virtually here. By that it is meant that this revolutionary method of transmitting power in an automobile will shortly be placed on the American market.

Front-drive should not be viewed as an innovation in the sense that it represents a very recent product of engineering genius. It is not that new. On the contrary its newness is to consist only in its invasion of the passenger car field in America.

The principle has long been known and was applied to some of the very first gasoline cars a quarter of a century ago and to electric automobiles before 1899. It now appears in some trucks and buses. There were many of its features, however, that had to be worked out before the principle reached the point of further application to the passenger car. Engineers now say that it has reached an eminently practical stage in its application.

The stage, then, is set. It remains only for the manufacturers interested in sponsoring the innovation to signal the lifting of the curtain on what is predicted to be a revelation and a revolutionary reversal of engineering practice.

Engineers Hard at Work.

For the last five years there have been American engineers at work on front-drive. They sensed that it was a change that was bound to come. So, they said, why delay it any longer than necessary?

Front-wheel drive cars have been subjected to some of the severest demands which are put upon a motor car. They have been driven at higher speeds than will be attainable on the highways in this generation, at least, and forced to take the bitterest kind of punishment.

Because of the faith its sponsors place in its ultimate success, as evidenced by advances made so far, front-drive now makes its bid as a notable and worth-while addition to that galaxy of automotive departures—four-wheel brakes, balloon tires, and all the rest—which have kept the automobile definitely in the march of progress.

Front-drive race cars have participated in the Indianapolis classic for the last few years, and occasionally on other segments of the roaring road. They did not win races, but their failure is laid to inability to apply the supercharger successfully to the speeding motors. It is stated by some engineers who followed the fortunes of the newer type of race car design that no parts of the front-drive mechanism itself failed in its hour of trial. Its proponents, on the other hand, point to the accomplishment of one race car of front-driven kind which roared over the course at 148 miles an hour.

Abroad, front-drive has found expression in cars built by noted makers. In Germany we have such names as Voran, Rumpler and Kamm; in France, Parville, Traeta and Bucciali; in Italy, Italia; and in Great Britain, Alvis.

The question arises, "Why front-drive?" Is the change either necessary or desirable; what will be lost or gained by adopting it?

For three decades the automobile has been pushed, receiving its motivating force from the rear. Now comes the engineer to transfer this forward impetus to the front, pulling the car and removing the mechanical difference between the horse-drawn and the horseless age.

We are told by the engineer that pulling is easier than pushing; and that the automobile is a notable departure from this fundamental of theoretical mechanics. Who ever saw the cart before the horse? he asks, in effect. The engineer's task, then, is putting the horsepower before the vehicle. There are rather plausible reasons for doing so. Briefly, the mechanical arguments are:

1. Reduction of power loss.
2. Decrease of the distance of power transmission.
3. An advantage in overcoming inertia, which must be done before any object or mass, as the engineer calls it, can be moved in any direction.

That there is a power loss is unquestioned. The average automobile at present loses more than 30 per cent of its power while it is taking its comparatively long journey from the power plant in front to the wheels in the rear. It must pass through a succession of gearing, all of which wastes its quota of motivating force.

Reduces Power Loss.

The problem of the engineer always is to reduce the distance of power transmission, whether it be electrical or mechanical; to bring the point of distribution closer to the origin. Since it is easier to pull than to push, elimination of power loss also has the advantage of giving the car a forward motion with less energy, engineers declare.

Viewed briefly, front-drive calls for placing the entire transmission units between the front wheels. It is essentially a reversal of the present design. Clutch and transmission go before instead of behind the engine, but there are no long drive shaft and additional gearing to intervene. Clutch and transmission are related as directly to the source of power as they can be.

Front-drive greatly simplifies the problem of rear-axle construction. It is possible even to eliminate a dead rear axle, carrying the wheels on arms pivoted to the frame. There also are other ways of treating the rear axle, but in any case the bulk and complication of this unit as it exists today are modified. Brakes likewise may be designed in more than one way. They can be placed at either side of the differential or on the propeller-shaft, and so placed either before or aft of the differential. If brakes are placed on the propeller-shaft, varying brake stress is equalized by the differential itself.

These changes, however, will be made in the design of the driving units and not in the power plant itself. At present the conventional engine is scheduled for powering the front-drive automobile.

It is in performance, however, that the front-drive car naturally holds most of its interest for the layman who, if the cars performs well, is willing to leave the technical details to the engineer.

Safety Factor Involved.

The safety factor in front-drive looms large in evaluating its advantages. This type of design, it appears to those who have studied and driven cars whose power is transmitted in the front, reduces the hazard of skidding. It is not difficult to understand the reason. It is that the driving force is applied always in the plane of direction of the front wheels and not at an angle to them as is the case with rear-drive.

This feature is especially important when rounding a turn. With front-drive, the rear wheels follow the front ones, since they are the ones which are steered and which supply the pull for the whole car.

It also is possible to attain less road clearance and bring the body lower to the road when there no longer are drive shaft and rear-axle housing to keep the body farther from the ground.

An increase in traction also is claimed for front-drive, and this is perceptible in the ability of this type of car to travel a rougher path than its predecessor. In fact, in a test of one of the experimental cars built by a manufacturer preparing to invade the automotive field with a front-driven product, the driver received the revelation of his entire motoring experience as he took it through a mud-filled ditch and saw it slowly but surely raise itself up the farther bank.

There seems to be no better analogy in this performance than to compare the car to a cat in its ability to climb in the face of such difficulty. The same car was driven through deep sand and kept on going when a rear-driven automobile would have stalled—the catlike nature again asserting itself.

What Skeptics Argue.

Other advantages cited for front-drive are elimination of noise because of freedom from body rumbles, freedom from shimmy and decreased tire-wear, less total weight for the whole vehicle and lowered upkeep costs by reason of the greater accessibility and better lubrication.

That, in short, is the case for front-drive. But what of the disadvantages? To some who have given it close study, they are fewer than the advantages, but there is a division of opinion in this respect.

Those who are skeptical point out that there is more danger of injury to the driving mechanism when it is carried out front. The overall length of the car also, it is contended, would have to be extended, although it is said that allowance can be made in design and placing of the engine to overcome this objection.

Greater complication of front-wheel drive usually is certain to be mentioned as an objection. But for some designs, it is stated, there is considerable question that complication actually results. Decreased traction under some conditions, such as ordinary hill climbing and when accelerating is one basis of objection due to the tendency of the front-driven wheels to spin.

It is said that there will be difficulty in obtaining satisfactory weight-distribution, although one engineer is authority for the declaration that front-drive will change the present unequal weight from a 60-40 proportion to a virtual 50-50 distribution of weight between front and rear.

Further objections might be mentioned, but engineers and others who have had personal contact with the work on front-drive development are sanguine in believing that many of them have been met with a measure of success.

However, one must not make the mistake of believing that this system will immediately antiquate all rear-drive automobiles. That would be a gross error. It will make its entrance much more gradually than that. There are production costs to overcome and a great deal to be done before a front-drive car can be placed within the reach of the average motorist.

At the outset it will cost more to produce than the great mass of car buyers would be willing to pay. Production also will be slow at first, since the bulk of machinery required for making its mechanical units must be designed and built anew. Probably not more than a comparatively small output will be possible during the first year.

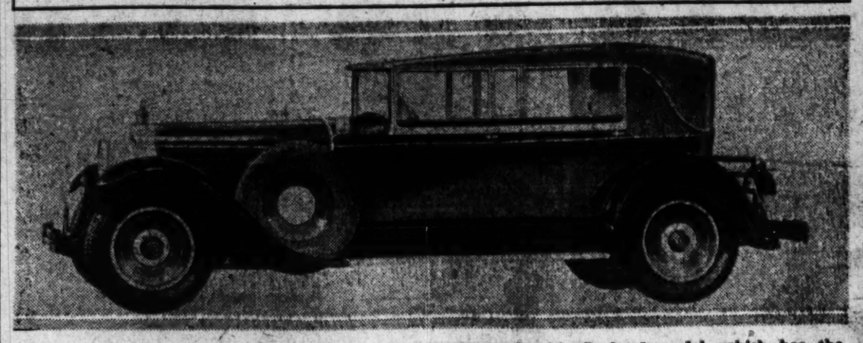
But of greatest significance is the indication that motordom is moving onward. It is not content to be static.

Whether front-drive is to revolutionize the automotive world very shortly is open to question, but it will not be amiss to believe that it is going to be one of the great marks of progress in automobile design and construction.

Choke Button Aided by Oil.

Many a choke button in service today would do a better job if a little oil were applied to it. Unless the button works easily and freely, it may not completely cut off the air to the carburetor. With the valve holding part way open, starting is made more difficult.

PROVING THAT DIGNITY AND UTILITY BLEND NICELY



The ultra-modern trend in convertibles is well illustrated in this Packard model, which has the distinguishing characteristics of a long line of forebears.

Caution Will Cut Chance of Skidding

Engine That Transmits Power Smoothly One Factor in Preventing Sliding.

Skidding can not always be prevented, but with a few simple precautions its frequency can be greatly lessened. The first essential is a smooth-running engine. If the power is transmitted in spurts, the chances of skidding are greater.

The next point is a clutch which engages gently, so that a sudden application of power is avoided. Brakes which take hold evenly on all braking wheels and which do not grab also are very essential.

It is good practice, in slippery weather, to apply the brakes without releasing the clutch until the momentum of the car is greatly reduced or until the car has been brought almost to a standstill. The objection may be raised that this brings a strain on the driving mechanism, but it will be found the most effective method, and if the safety of the passengers or a pedestrian depends upon it we should disregard any slight strain on the driving mechanism.

When driving across car tracks always try to cross as nearly as possible at an angle of 90 degrees with the tracks. If the rails are crossed on a line almost parallel with them the rear tires will usually skid. The advantages of using chains in slippery weather are, of course, too well known for comment.

Substitutes for Missing Filers.

Those missing pliers are never so missed as when one is changing a tire and the valve lock nut is more than finger tight. A screwdriver placed against an edge of the nut, and a hammer to provide the driving force, is a good substitute combination.

Auto Selling on Credit Is Declared Stabilized

With by far the greater bulk of this country's motor vehicles sold on the partial payment plan, bankers and those concerned with the vast financing detailed report a remarkably stable condition at present, due to the adoption of sound payment plans by the automotive industry.

A few years ago there was considerable discussion on the subject of "wild" financing terms, but through a process of stabilization the problem has been virtually eliminated. This is declared by economists particularly familiar with the automobile industry to be one of the most important constructive developments of recent years.

Fan Bearing Oiling Remains Important

Too many motorists forget that grease cup which provides lubricant for the fan bearing. It is one of the few grease cups left about the modern car, but it is one of the most important. Giving the cup one turn a week will save the bearing tremendously.

The cup should be refilled with grease at least every two months. The same applies to the cups that lubricate the rear wheel bearings on many cars.

Stripped Threads a Nuisance.

Stripped threads on the gas tank vent are a nuisance and may cause the loss of a cap. Watch the gas station attendant when he screws the cap back on. Many motorists have made a practice of doing this little job themselves.

The same applies to the radiator cap.

High Speed Made Safe on Wide Road

40-Foot Highway That Links 11 Long Island Towns Proves Success.

Speed with safety has been discovered in New York's greatest single highway project, a pavement 40 feet wide, running through eleven towns on Long Island for a distance of 24 miles.

An 18-foot road, with one traffic lane in each direction, will carry 1,500 cars an hour in safety, according to the Pennsylvania department of highways, provided the cars are driven at exactly 23 miles an hour.

On the other hand, the 40-foot road, providing two lanes in each direction, will carry twice as much traffic at an enormous increase in speed with greater safety.

Speed Mark May Fall During Present Year

Efforts are to be made during this year, it is stated on good authority, to better the terrific and record-breaking speed set at Daytona Beach in 1928 as a result of the competition between the enormous cars of Capt. Malcolm Campbell, the English ace, and Ray Keech, winner for America. Capt. Campbell himself is likely to return to this country to better Keech's mark of 207 miles an hour—the fastest time ever made on the ground.

Exhaust Tells Many Stories.

The exhaust tells several stories about the combustion operation going on in the engine. If there is too much gasoline in the fuel mixture, it shows in the form of a black smoke. A bluish or gray smoke, on the other hand, is an indication that there is an excess of oil above the pistons.

THE NORTHWEST MOTOR COMPANY

Sales Ford Service

Invites You to Inspect Its New

SALES and SERVICE DEPARTMENTS

6720 Wisconsin Avenue

(Leland Street and Wisconsin Ave., Bethesda.)

All Models on Display
All Colors

Immediate Delivery

OPEN EVENINGS

LINCOLN

COMES TO THE NINTH ANNUAL AUTOMOBILE SHOW WITH NEW COACHWORK NEW REFINEMENTS OF DESIGN

THE Lincolns which you will see at the Automobile Show this year are well worth your time and attention. For these cars represent all that human skill has achieved in the art of fine motor car making. Neither care nor expense is spared in making the Lincoln as nearly perfect a motor car as it is possible to produce.

These Lincolns are more beautiful than ever. The new body types are the work of the foremost custom coachmakers. They are distinguished by a new smartness, a new fleetness and grace. The lamps, the radiator, the exterior trimmings are chromium plated—which means tarnish-proof. The radiator, incidentally, is deeper, the fenders have an exhilarating sweep of line. The whole effect is swifter, lower, more eager. . . .

And there are corresponding mechanical improvements. The new rubber engine mounting, for example, which dampens motor vibration; the new all-enclosed six-brake system which brings you smoothly and instantly to a stop. . . . These and other refinements have been introduced quietly, in accordance with Lincoln's policy of constant improvement. There are no yearly models. Lincoln believes in building motor cars so fine, so good to look upon that they are *always* smart.

The Lincoln is precision-made from start to finish. More that 100 operations are kept within limits of 1/5000 of an inch—1/15 *of a hair's breadth*. The motor is so accurately constructed that you do not even have to break it in. You can drive your Lincoln at normal speed the very first day you own it!

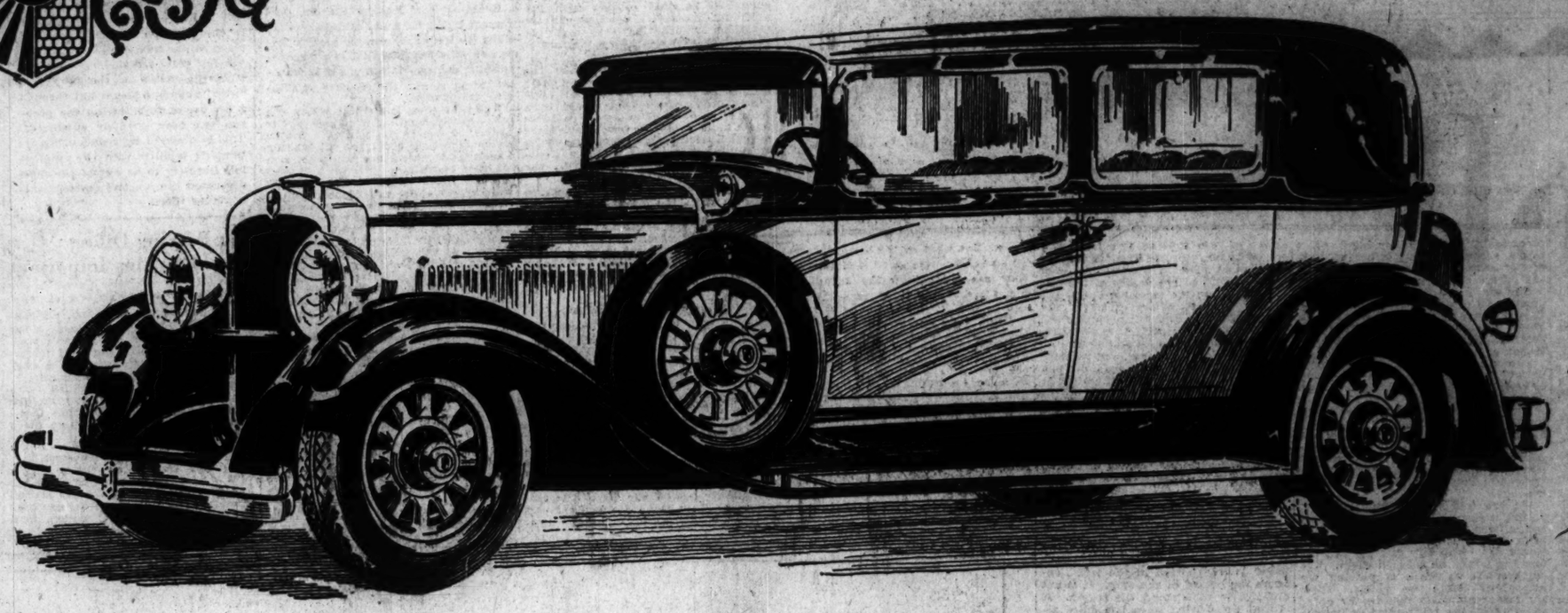
And the Lincoln is an exceptionally safe car. Its center of gravity is low, so that it clings to the road. It has shatter-proof glass throughout. And it is tremendously strong. Every part is tested and retested many times. Every finished car that leaves the Lincoln factory represents approximately 30,000 separate inspections.

But perhaps the best understanding of the Lincoln as a fine motor car is to be gained from an examination of the car itself. You are cordially invited to the Lincoln exhibit at the Automobile Show in the Washington Auditorium, January 26th to February 2nd. And any Lincoln dealer will be glad to arrange a demonstration for you, without the slightest obligation to yourself.

The Lincoln Motor Company, a division of the Ford Motor Company of Detroit.

THE LINCOLN

THE RECORD-BREAKING NEW NASH "400"



The New NASH "400"

is the *only* car exhibited at the show with *all* the outstanding features shown below as regular equipment *at no extra cost*. . . .

Twin-Ignition Motor

Far more power and speed with greater economy of gasoline than possible with single ignition. At every speed this new Nash Twin-Ignition motor delivers wonderful performance. Instant, alert get-away and surpassing smoothness through the full range of power and speed.

Bijur Centralized Chassis Lubrication

Press a pedal and 21 points, including all spring shackles, are oiled automatically and instantly under 100 pounds pressure. Saves both your time and money. One of the greatest features of convenience and economy ever presented to motorists.

Houdaille Shock Absorbers

These Houdailles are especially engineered by Nash to the new "400" with outboard mounting, new to the industry and exclusive to Nash. They are double-acting—softening the action of the springs both when they are depressed and on the rebound and giving you fullest riding ease.

Front and Rear Bumpers

These are the finest bumpers built, exceptionally beautiful and strong. They are integrally designed by Nash to harmonize perfectly with the new "400" Salon body design. As regular equipment at no extra cost, they contribute to the remarkably low Nash price, delivered, in this city.

World's Easiest Driver Control

We challenge the world on this new "400" feature. Nowhere is there another car so marvelously easy to steer and turn and park, or with such effortless clutch action as the new Nash "400". Nash is far ahead of the industry in ease of driver control.

7-Bearing Crankshaft

This is the world's finest practice—expensive but worth it—because of finer performance than is possible with fewer bearings. Each connecting rod is given maximum support by big bearings on both sides. This is the modern type of engineering.

Refreshing Comfort

The deep, soft cushions, form-fitted to the body, the wide seats, the roominess of the Nash "400" interior, all help to bring you to the end of every ride refreshed beyond anything in your whole motor car experience. On the longest trip you rest as you ride.

Costly Car Interior Finish

Costly upholstery and luxurious craftsmanship distinguish the new Nash "400" interiors at once from competitive cars. You can see the difference the instant you open the door. Nash "400" interior finish is matched only by the very highest-priced cars.

SEE THE NEW

NASH "400"

Leads the World in Motor Car Value

WALLACE MOTOR COMPANY

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Real Estate Classified

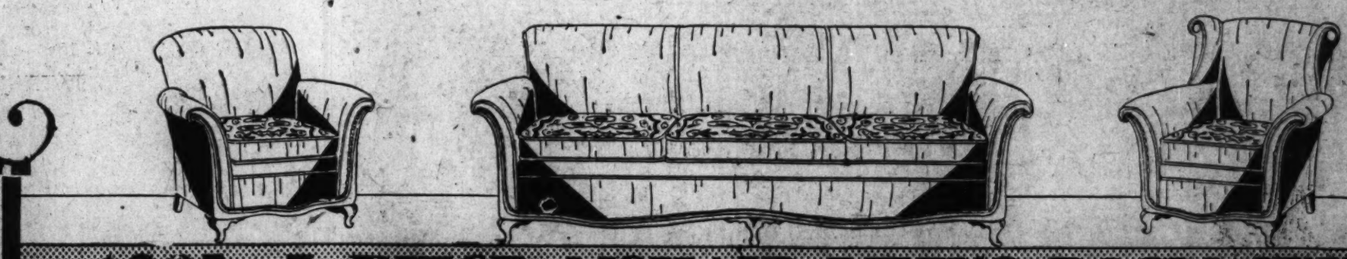
The Washington Post.

Financial Resorts

WASHINGTON: SUNDAY, JANUARY. 27. 1929. R

The Hecht Co. Half-Yearly Sale Furniture *and* Homefurnishings

All homefurnishings departments are entered. And the items therein are marked at great reductions from regular prices. Hundreds of Washingtonians are buying their furniture needs now . . . and saving. Why now you? If you want you may pay for your purchases over a period of months through The Hecht Co. Budget Plan. *Visit "Home Sweet Home," Fourth Floor, Now entirely redecorated*



$295 3-PIECE MOHAIR LIVING ROOM SUITE

Executed with an eye toward beauty and comfort . . . this suite fulfills the expectations of the maker . . . and so will it please you Beautifully shaped and covered all over in fine mohair, which may be had in walnut, mulberry and taupe. The cushions are upholstered in moquette.

Fourth Floor, The Hecht Co.

$197

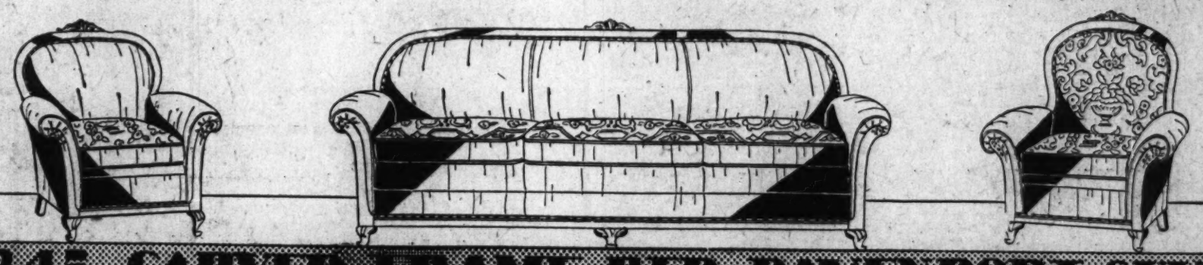


$245 10-PIECE TUDOR DINING ROOM SUITE

The recent origination of a well-known manufacturer. The suite consists of 66-inch Buffet, Attractive China Cabinet, with Linen Drawer, Enclosed Server, Extension Table, 5 Side Chairs and 1 Master Chair, all chairs with tapestry-covered seats. Fashioned of genuine walnut veneer and gumwood.

Fourth Floor, The Hecht Co.

$197

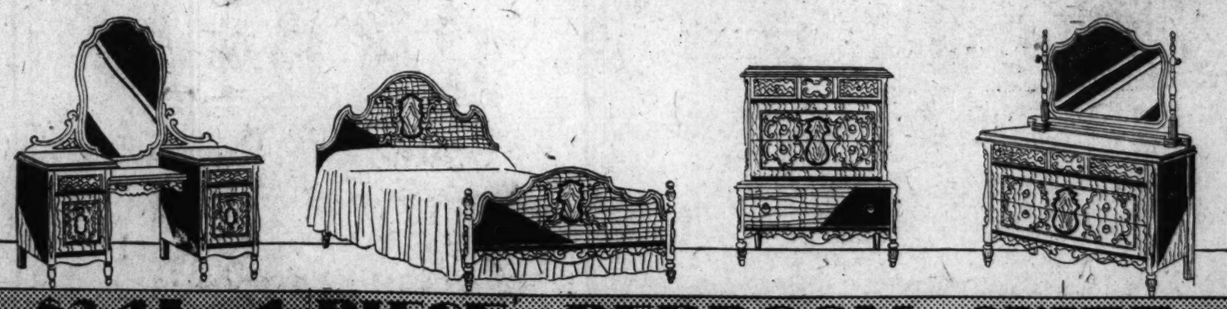


$245 CARVED FRAME BED DAVENPORT SUITE

A suite of conveniences, quality and good taste. Not forgetting, of course, the low price opportunity. The greatly desired serpentine front style covered in genuine mohair fabrics, in an excellent variety. Outside and backs in velour to harmonize. The davenport may be opened into a double bed when needed.

Fourth Floor, The Hecht Co.

$197

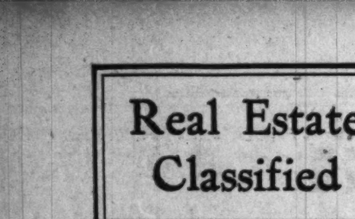


$245 4-PIECE BEDROOM SUITE

An interesting suite . . . for it's quite different from any that you've seen. Beautifully matched veneers have been chosen to add to the distinctive effect. Cabinet, oak drawer construction with center drawer guides. The suite includes a French Vanity, Chest of Drawers, Dresser and Double Bed.

Fourth Floor, The Hecht Co.

$197



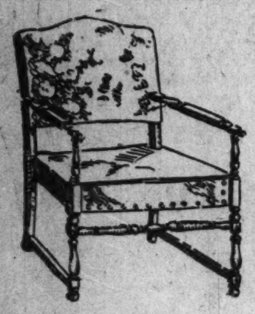
Half-Yearly Sale!

$39.75 Extension Davenport Table

$26.85

Attractive 2-in-1 table. For living room or dining room. Mahogany or walnut veneer and birchwood.

Fourth Floor—The Hecht Co.



Half-Yearly Sale!

$19.75 Occasional Chair

$12.95

Colorful pull up chair with restful sag seat and attractively turned arms.

Fourth Floor—The Hecht Co.



Half-Yearly Sale!

$69.75 Overstuffed Sofa

$45

Upholstered in atractive denim that will wear well. It has reversible spring-filled cushions.

Fourth Floor—The Hecht Co.



$40 Simmons Solid Panel Bed Outfit

$29.85

Solid panel bed in twin or double sizes. With coil wire spring and all layer felt mattress.

Fourth Floor—The Hecht Co.



Half-Yearly Sale!

$29.75 Boudoir Chair and Leg Rest

$19.85

Wing style chair, upholstered in a variety of cretonnes. With leg rest to match.

Fourth Floor—The Hecht Co.



Half-Yearly Sale!

$27.50 Cane Panel Da-Bed

$21.85

Double da-bed with cane panel metal ends in dark brown finish. Covered in cretonne, with valance.

Fourth Floor—The Hecht Co.

PROFIT TAKING FAILS TO HALT BULL DRIVE

Two Dozen Stocks Rise to New Top Levels; Mining Shares Leaders.

CALL FUNDS 6 PER CENT

New York, Jan. 26 (A.P.).—Favorable weekly trade and industrial reviews and the prospects of further gold takings in London, kept bullish enthusiasm aglow through heavy week-end profit taking in today's short session of the stock market.

Some two dozen issues were bid up to new high levels, with gains running to a maximum of 13 points in American Telephone. Utilities led the advance, the Associated Press index of twenty reaching a new high level, while the industrials and rails receded slightly. The bulk of the list closed slightly lower.

Aside from the weekly reviews, which reported that the seasonal expansion of industrial activity was going forward at a thoroughly satisfactory pace, there was little in the day's news to influence speculative sentiment. Sterling cables dropped to a new low point for the movement, and substantial takings of gold for New York are expected in London Monday when a new shipment of Transvaal gold will be offered in the open market.

Call Rate Reassuring

A 6 per cent call money rate over the week-end was reassuring although tighter money is looked for with the month-end requirements. New York banks, however, have reduced their borrowings at the Reserve Bank to a point not far in excess of a year ago, and are expected to prevent a severe flurry in the money market.

American Telephone was seized upon as a market leader and rushed up 13 points to a record price at 220 an unusual spurt for this sedate issue. Consolidated Gas touched a new high, but closed unchanged. Electric Power & Light, Brooklyn Union Gas and Peoples Gas spurted 4 and 5 points to new peaks.

Federal Mining & Smelting jumped 10 points to a record price of 270 and American Smelting climbed 3 points to a new peak. Greene Cananea, however, lost about 3 points. In the motors, Nash sold down about 2 points on profit taking, while Mack Truck jumped 2 points to a new peak, and Studebaker touched a new high on a small gain. General Motors issues were firm.

Other Strong Points.

Columbian Carbon, Air Reduction, Coty and Liggett & Myers mounted 3 to 5 points to record prices, and Weseon Oil pushed up nearly 10. Radio jumped about 8 points. Indian Refining was a strong feature of the sluggish oils, the certificates jumping more than 8 points to a new peak. Chicago Great Western preferred and Pere Marquette was strong spots in the rails, mounting about 3 and 6 points to new tops.

National Cash Register, which has been bid up wildly of late, sold off as much as 8½ points, but reduced its loss to 2 points at the close. Johns-Manville, another recent higher flier, sold down 6 points, but rallied 3. International Nickel was sold heavily, receding 2 points, and U. S. Steel, after making a moderate advance, reacted and closed fractionally lower. Allied Chemical, Byers, Montgomery Ward, Sears Roebuck, Motor Products and General Electric sold from 2 to 4 points lower.

Foreign exchanges were heavy, sterling cables dropping to a new low for the movement at $4.84⅝, and the Canadian dollar again sagging.

CHICAGO GRAIN.

Chicago, Jan. 26 (A.P.).—Grain values ran up against a stone wall of profit-taking sales today. Consequent recoils from fresh upturns in prices were well below yesterday's finish. Nevertheless, increased general inclination was shown to give attention to reports showing likelihood of serious damage to winter wheat. Corn, which generally, corn today established a new all-around high price record for the season.

Closing quotations on wheat were weak, 1c to 1½c net lower, with corn 1c to 1¼c down, oats ⅛@⅜c off and provisions varying from 7c decline to a rise of 2c.

In the face of the fact that wheat prices are at nearly the season's best level so far, the market today displayed an early tendency to climb. Nebraska and Kansas weather and crop advices were the chief inventives to buy. Nebraska reports telling of high winds and extreme cold, with much of the ground entirely bare of snow. Meanwhile, Kansas reports were at hand saying many fields of wheat were covered with ice which has been solid for more than a week. This condition, too, was described as being general over northwestern Missouri, as well as northeastern Kansas, and also in the southeastern part of Nebraska.

On the other hand, messages from such important Kansas points as Salina and Hutchinson asserted belief that there is no more than usual damage being done to winter wheat. Motives for selling were also found in news that world shipments of wheat this week will again prove large, and in particular from countries elsewhere than North America. Reports were likewise at hand saying excellent rains have fallen in many parts of India, and that as a result good yields of wheat seem assured.

Comment that the Chicago wheat market has become the highest in the world received a good deal of attention today toward the last. It was pointed out also that export demand today for wheat from North America was slow, and that the United States exports of wheat so far this season are about 50,000,000 bushels less than last year, with domestic visible supplies 130,000,000 bushels, compared to 75,000,000 bushels a year ago.

Corn received its transient upward impetus today partly from an estimate that the Argentine exportable corn surplus this year will be 88,000,000 bushels less than last year. In the end, however, the corn market stagged with wheat, although the offerings of corn to Chicago were small and were generally held above the views of buyers. Oats followed in the wake of corn.

Provisions were firmer in the start on account of the Government report showing a decrease of 5,500,000 in the number of hogs being fed on farms. Upturns in the provision market, though, were taken advantage of to sell out holdings, and the gains failed to hold.

Cash grain:

WHEAT—No. 2 hard, 1.28¼@1.29¼; No. 4 mixed, 1.26.

CORN—No. 4 mixed, 90¼; No. 4 yellow, 90½@91½.

OATS—No. 3 white, 52¾@54; sample grade, 49½@50½.

RYE—No. 1, 1.11.

BARLEY—87@1.06.

GRAIN AND PROVISIONS FUTURES:

	High.	Low.	Close.
Wheat—			
March	1.26¾	1.25	1.25
May	1.30⅛	1.28⅝	1.28½
July	1.31⅝	1.30¼	1.30¼
Corn—			
March	1.00¼	99⅛	99⅛
May	1.03¾	1.01⅝	1.01¾
July	1.05¼	1.03¾	1.03⅝
Oats—			
March	54⅛	53¾	53¾
May	54⅞	53¾	53¾
July	51⅝	51	51
Rye—			
March	1.10⅛	1.06⅛	1.06⅛
May	1.12½	1.10⅜	1.10⅜
July	1.16½	1.09	1.09½
Lard—			
January	12.10	12.02	12.05
February			12.10
March	12.20	12.12	12.15
May	12.42	12.42	12.40
July	12.62	12.57	12.60
Ribs—			
January			12.80
May			12.55
Bellies—			
January			13.00
March			13.60
May	14.15	14.02	14.05
July			14.55

FOREIGN EXCHANGE.

New York, Jan. 26 (A.P.).—Foreign exchanges steady; quotations in cents:

Great Britain—Demand, 484¼; cables, 484⅜; 60-day bills on banks, 484⅛.

France—Demand, 3.90¾; cables, 3.90¾.

Italy—Demand, 3.91⅛; cables, 3.93⅛.

Belgium—Demand, 13.96.

Germany—Demand, 23.79.

Holland—Demand, 40.04.

Norway—Demand, 26.83½.

Sweden—Demand, 26.91⅜.

Denmark—Demand, 26.85½.

Switzerland—Demand, 19.23.

Spain—Demand, 14.32.

Greece—Demand, 1.99⅛.

Poland—Demand, 17.39.

Czechoslovakia—Demand, 2.96⅜.

Canada—Demand, 1.76.

Austria—Demand, 14.08.

Rumania—Demand, .80⅝.

Argentina—Demand, 41.20.

Brazil—Demand, 11.64.

Tokio—Demand, 44.91.

Shanghai—Demand, 62.92.

Montreal—Demand, 99.76 9-16.

NEW YORK STOCK EXCHANGE TRANSACTIONS OF YESTERDAY

FRIDAY, JAN. 25, 1929.	Sales	High.	Low.	Last	Chg.	Bid
A						
Abitibi Pow. & Pap. (4)	4	49	48¾	48¾	— ⅛	48⅛
Abraham & Straus	3	142	141	142	+ 1	141
Adams Express (6)	1	412	412	412	— 3	410
Adams Mills pf. (6)	6	34½	34½	34½	— ½	34½
Advance Rumely	3	49½	48¾	49½	+ ¾	49¼
Ahumada Lead	7	4	3⅞	3⅞	+ ⅛	3¾
Air Reduction, new (3b)	68	114¾	111¼	113	+ 2½	113
Ajax Rubber	11	10¾	10½	10½	— ¼	10¼
Alaska Juneau	11	8¾	8¾	8¾	— ⅛	8¾
Al. Chem. & Dye (6)	14	277¾	274½	276	— 2¾	274½
Allis Chal. Mfg. (7)	3	177	176	177	+ 2	176½
Allis Chalmers	1	3¾	3¾	3¾	— ⅛	3¾
Amerada Corp. (2)	19	34½	33¾	34½	— ¾	34⅜
Am. Agri. Chem.	1	22¾	22	22¾	— ¼	22
Am. Agri. Chem. pf.	3	72½	71	73½	+ 1½	72
Am. Bank Note (3b)	2	126	125¼	126	+ 1	125
Am. Beet Sugar	21	20	19¼	19⅝	+ ⅛	19¾
Am. Beach Magneto	12	44¾	43⅜	43½	+ ⅛	43¾
Am. Brake Shoe (1.60a)	8	47⅞	47¼	47¾	+ ⅛	48⅛
Am. Brown Boveri El.	11	19¼	18¾	18⅝	— ⅛	18¾
Am. Brown Boveri pf. A8	300	66¾	65	66¾	+ ¾	66¾
Am. Can (4b)	56	114½	113¾	113⅝	— ¾	113¾
Am. Car & Fdy. (6)	3	99½	98¼	99¼	— ¾	99
Am. Chain pf. (7)	2	72½	72½	72½	+ ½	72½
Am. Chicle (4)	62	55¾	55	55½	+ 1	55½
Am. Chicle pri. pf. (7) A8	100	110¼	110¼	110½	+ ¼	110½
Am. Drug Syn. (.80)	18	9⅛	9¼	9¾	— ⅛	9⅛
Am. Enkalo, Tri. (3)	4	86¾	86	86¾	— ⅛	86
Am. Int. For. Power	48	82¾	81	82½	+ 1½	81½
Am. Hide & Leather pf.	2	32½	32½	32½	— 1¾	33¼
Am. Home Prod. (3)	12	83½	82¾	82¾	— 1½	82¾
Am. Ice (2½b)	16	40	38	40		39¾
Am. International (2)	4	38	38	38	— ⅛	38⅛
Amer. Int. new w.i.	14	73¾	72¾	73¼	+ ⅛	73
Am.-La France & Foam	3	7⅞	7⅞	7⅞		7¾
Am. Loco. (8)	5	111	110½	111	+ ½	110
Am. Loco. pf. (7)	1	117	117	117		116
Am. Mach. & Fdy. (5¼b)	2	183¾	183	183	— 1¾	183
Am. Metal (3)	9	71	70½	71		70¾
Am. Piano, pf. A8	20	41½	41½	41½	— ¼	41
Am. Pow. & Lt. (1a)	52	98	96¾	97¾	+ ¾	97¾
Am. P. & L. 6% pf. (6)	2	101¼	101¼	101¼	+ ¼	100¾
Am. P. & L. pf. "A" (5)	2	75¾	75¾	75¾	+ ¼	75¼
Am. P. & L. pf. "A" stpd. (5)	2	81	81	81	+ ¼	81
Am. Radiator (5)	6	203¼	203½	203½	+ ¼	203½
Am. Radiator, pf. (7), A8	20	150	150	150		160
Am. Railway Exp. (6)	68	140	138¾	139¾		139
Am. Republics	1	57¾	57	57¾	+ 1¼	56¼
Am. Safety Raz. (5b)	4	71¾	70¾	70¾	+ ¾	70¾
Am. Seating (3)	1	34¾	34¾	34¾	+ ¼	34
Am. Ship & Commerce	10	4	4	4	+ ¼	3¾
Am. Shipbuilding (8), A8	18	91¼	91¼	91¼	+ 3½	91¼
Am. Smelt. & Ref. (8)	305	114¼	112¼	114½	+ 3¾	114
Am. Smelt. pf. (7)	3	137¾	137¾	137¾	— ¾	137¼
Am. Snuff (12)	3	205	205	205	+ 1	204
Am. Steel Fdrs. (3)	36	77¼	74¼	74½	— 1	74½
Am. Sugar Ref.	61	94¾	93	93¾	— ¼	93¾
Am. Sugar, pf. (7)	2	109	108½	109	+ ½	108½
Am. Sumatra Tob. (3a)	1	57	57	57	+ ½	56¾
Am. Tel. & Tel. (9)	358	220	210½	220	+13	219
Am. Tob. (8)	4	182¾	181	182½	— ⅝	182
Am. Tob., "B" (8)	14	181¼	171	181	— 1	181¾
Am. Type Fdrs. (8)	5	145½	145½	145½		145
Am. Wat. Wks., new (1a)	42	83¾	81½	83¾		82½
Am. Wat. Wks. 1st pf. (6)	3	103	103	103	+ 2	102
Amer. Writ. Pap. 6% pf.	1	42½	42½	42½		42½
Am. Woolen	1	23¾	23¾	23¾	— ¼	23½
Am. Woolen, pf	5	81¼	81¼	81¼	— ¼	81¼
Am. Zinc, Ld. & Sm.	4	41	40¾	41	— ¼	40¾
Am. Zinc, Ld. & Sm., pf.	1	106½	106½	106½	+ ½	106
Anaconda Cop. (4)	251	129¼	123½	123¼	— ¾	123¾
Anchor Cap.	4	83¾	83½	83½	— ¼	83½
Andes Copper Min. (.75)	46	51	50	50	— ¼	50
Archer-Dan-Mid. (3)	17	102½	100	101½	— 1¾	102
Armour of Ill., "A"	23	17¾	17½	17½		17½
Armour of Ill., "B"	22	8¾	8¾	8¾	— ¼	8¾
Armour of Ill., pf. (7)	3	94¾	94¾	94¾	— ¼	94¾
Arnold Const. Corp.	15	35	35	35	— ¼	35
Artloom Corp. (3)	1	28	28	28	— ¼	27
Artloom 7% pf. (7), A8	20	104	104	104		98½
Asso. Dry Gds. (2½)	13	86¾	86	86½	+ ¼	86¾
Associated Oil (2), A8	30	45¼	45¼	45½	— ¼	45¾
Atchison, T. & S. F. (10)	8	199¾	198	199¼	+ 1	199
Atchison Rts.	14	2	2	2		2
Atlantic Refining (1)	120	59¾	58¼	58¾	— ¼	58¾
Atlantic Ref., pf. (7), A8	10	116	116	116	— ¼	116
Atlas Powder (4)	9	109¾	107¼	108¾	+ 2	109
Austin Nichols	4	7¾	7½	7½		7¾
Autocalls Corp	2	24½	24½	24½	— ⅛	24½
Autosales pf. (3)	1	41¾	41¾	41¾		42
Auto Strop Raz. A (3)	3	44¾	44¾	44¾	— ¼	44½
B						
Baldwin Loco pf. (7) A8	20	120	120	120		119¼
Baltimore & Ohio (6)	47	121¾	120½	121¾	— ⅛	121
Baltimore & Ohio pf. (4)	3	78¾	78¾	78¾		77½
Bank of Commerce (18) A8	10	900	900	900	+ 95	900
Barker Bros. (2)	2	33	33	33		33
Barnet Leather	1	25½	25¼	25¼	— ¼	25
Barnsdall A (2)	101	42¾	41¾	41½	— ¾	41½
Beacon Oil	36	24	23½	23½	— ¼	23¾
Beech-nut Pack. (3)	1	94¼	94¼	94¼	+ ¼	94
Belg. Nat. Ry. ptg. pf. (6b)	3	83½	83½	83½	+ 1¾	84
Bethlehem Steel	20	84¾	84	84¾	— ¼	82½
Bloomingdale Bros.	49	47¼	44½	47½	+ 2¾	47
Bon Ami (4)	4	84½	84½	84½		84
Bonbi Fisheries	2	9¾	9¾	9¾	— ⅛	9¼
Borden Co. (6)	40	108	105	105	+ 1	105
Botany Mills A	1	13	13	13		13
Briggs Mfg	115	56⅜	56⅛	56⅛		56
Brit. Emp. Steel	11	6½	5⅝	6	+ ⅛	6⅛
Brit. Emp. Steel 2d pf	20	11	10¼	10¾	+ ⅛	10¾
Brockway Motor (3)	11	89¾	89	89	— 1	88½
Bklyn-Manh. Trans (4)	32	77¼	76¼	77⅛	— ⅛	77
Bklyn. Un. Gas (5)	57	196	192	196⅝	+ 4⅝	195
Brunswick Balke (3)	10	52⅝	51¼	51⅝		52
Brunswick Term. & Ry	16	40	38	40		39¾
Bucyrus-Erie (1)	4	38	38	38	— ⅛	38⅛
Bucyrus-Erie pf. (2½)	10	48	48¾	48		48
Buff. & Susque	1	54¾	54¾	54¾	— 1	53
Buff. & Susq. pf. (4) AS	100	59½	59	59		59
Burns Bros. A (8)	1	120	120	120		119
Burns Bros. B	1	33⅜	33⅜	33⅜	+ ⅛	33⅛
Bush Term. (2a)	10	78	77¼	77½		77
Bush Term. 7% deb. (7) AS	30	106½	107½	107½	— ½	107½
Bush Term. Bldgs. pf. (7) AS	20	115½	115½	115½	— ½	115
Butte Cop. & Zinc	6	8¾	8½	8¾	— ⅛	8½
Butte & Sup. Mining (2)	2	11	10¾	10¾		10½
Butterick Co.	4	36	35¾	35¾	— ¼	35¾
Byers Co.	2	160	157½	157½	— 3½	158
Byers Co. rts.	15	15⅜	15¼	15½	— ⅛	15⅜
By-Prod. Coke (3½b)	68	129⅝	127¼	128½	+ 1¾	128
C						
Calif. Pack. (4)	5	75⅞	75¾	75⅝	— ¼	75⅞
Callahan Zinc Lead	9	3½	3½	3½		3½
Calumet & Arizona (7b)	5	125	124¼	124¾	— ⅛	124¼
Calumet & Hecla (4)	52	53⅜	53	53⅜		53
Canada Dry G. Ale (4½b)	7	79¾	79¼	79¼	— ¼	79
Canadian Pac. (10)	38	250½	247½	249¾	— ¾	249½
Caro., Cl. & Ohio stp. (5) AS	20	101	101	101	+ 1	100½
Cavanaugh Dobbs	5	34⅝	34¼	34⅜	— ⅛	34⅝
Celotex Co. (3)	11	73¾	73¼	73½	+ ¼	73½
Central Aguirre (2)	23	46¾	45½	46	— 1¼	45½
Central Alloy St. (3)	91	50¾	49¼	49¾	— 1¼	49¾
Cerro de Pasco (5)	37	104½	103¾	104½	+ ¾	104½
Certainteed (4)	8	28¾	28¾	28¾	+ ¼	28½
Certo (4b)	3	24¾	24¾	24¾		25½
Chandler Cleve. Mot.	16	22½	22	22¼	— ¼	22½
Chesapeake & Ohio (10)	9	215¾	214½	215		214½
Chesapeake Corp. (3)	18	83½	82¾	83½	+ ¼	83
Chicago & Alton	1	13¾	13¾	13¾		13
Chicago & Alton pf.	10	20¼	19¾	20	+ ¼	20
Chicago Gt. Western	68	22	21½	21¾	+ ¼	21¾
Chicago Gt. West. pf.	198	57¾	54½	57¼	+ 3¼	57¼
Chic., Mil. St. P. & Pac.	29	36¼	34¾	34¾	— ¾	34¾
Chi. Mil. St. P. & Pac. pf.	21	58¾	58¼	58¼	— ¼	58¼
Chi. & Northwest. (4½b)	10	88¾	88¼	88¼	— ¼	88¼
Chic. Pneu. Tool new	2	34¾	34¾	34¾	+ 1¼	34¾
Chi. Pneu. Tool pf. new (3½)	12	58½	58	58		58
Chi. Rk. Is. & Pac. (6)	1	135¼	135	135		134½
Chi. R. I. & P. 6% pf. (6)	1	101	101	101		101
Chickasha Cot. Oil (3)	2	46½	46	46		
Childs Co. (2.40)	8	57	56¾	57		57
Chile Copp. (5)	69	89¾	88	89¼		89¾
Chrysler Corp. (3)	280	120¼	119¼	119½	+ ¼	119½
City Ice & Fuel (3)	3	61¼	61¼	61½	— ¼	
City Stores B (5k)	1	100	100	100		99
Cluett Peabody (5)	2	58	58	58		58
Coca Cola (6)	61	171	170½	171		170½
Collins & Aikman	28	54¾	53¾	54½	+ ¼	54¼
Colorado Fuel & Iron	53	72	71	71	— ¼	71
Columbia Graphophone	687	73½	72	73¼	+ 1	73
Col. & So. 1st pf. (4) AS	20	79	79	79		78
Col. & So. 2nd pf. (4) AS	1	69¾	69¼	69¼	— ½	69½
Colum. Gas & El. (5)	15	150	149¾	149¾	— ¼	149½
Col. Gas & El. pf. A (6)	4	106¾	106½	106¾	— ⅛	106
Col. Gas & Elec. new	27	62	61¼	61¾	— ¼	61¾
Columbian Carbon (4)	44	138½	134½	138½	+ 5½	136
Commercial Credit (1)	52	65¾	64¾	64¾		64¼
Commercial Credit rts.	76	4	4¼	4¼	+ 1	
Com. Credit 6½% pf. (6½) AS	90	108¾	104½	105		105
Com. Invest. Trust (4a)	49	185¾	181½	185¾	+ 4¾	184
Com. Invest. Trust war	30	79½	58	58	+ 3	58½
Com. Invest. Tr. 7% pf. (7) AS	20	104	104	104	+ 2½	104½
Commercial Solv. (8)	14	125½	124	125	+ ½	124½
Conv'with. Cl. A pop. (3)	4	133¾	132	133¾	+ 1¾	133¾
Conde Nast Pub. (2)	1	87½	87½	87½	— ½	87½
Consoleum Nairn	723	34¾	32¾	34¾	+ 1½	34½
Consolidated Cigar (3)	13	83¾	82¾	83		83
Conley Tin Foil stpd.		1¼	1⅛	1⅛		
Consol. Cigar (7)	1	94¾	94	94		94
Cons. Film Ind pf. (2)	1	27	27	27		27
Consol. Gas (3)	515	118½	116¾	118		117
Consol. Gas 35 pf. (5)	1	98½	98½	98½		98½
Consol. R. R. Cuba pf. (6)	1	67¼	67¼	67¼	— ¼	67
Consol. Textile	1	5½	5½	5½		5¼
Cont. Corp. A (1.20)	3	21	21	21		21
Container Corp B (.60)	6	10¾	10¾	10¾		
Cont. Baking A	22	56	55¼	56	+ 1	55½
Cont. Bak. B	37	11	10½	10¾	+ ⅛	10¾
Cont. Baking pf. (8)	1	97	97	97	+ ½	95½
Continental Can	84	64¾	63¾	64	+ ¼	63¾
Continental Ins. (2)	4	91½	90½	91	— ½	90
Continen. Mot. (.60)	184	26¾	25¾	25¾	— ¼	25¾
Corn Products (3½b)	18	80	80	80¼	+ ¼	80¼
Cotz (8½)	100	77¾	77¾	77¾	+ 2½	78
Crex Carpet		39	39	39	+ 1	39
Crown Zellerbach (1)	2	23½	23	23½		23½
Crucible Steel (5)	5	89¼	88	88¾	— ½	88½
Crucible Stl. pf. (7)	1	115	115	115	+ 2	115
Cuba Cane Sugar	5	5⅛	5	5⅛	+ ⅛	5
Cuba Cane Sug pf.	1	17¼	17¼	17¼	— ⅛	17¼
Cuba Co.	5	22	22	22	— ⅛	22
Cuba F. R. R. pf. (6) AS	40	80	80	80	—	76¾
Cuban Am. Sugar (1)	1	14¾	14¼	14½	— ⅛	14¼
Cuban Dom. Sugar	1	4	4	4		4
Cuddahy Pack (4)	8	64	63¾	63¾	— ¼	63¼
Cudahy Pack. rts	23	1⅜	1⅜	1⅜		
Curtiss Aero (1)	38	139½	135¾	135¾	— 1⅝	135¼
Curtis Pub. Co.	19	73¾	72¾	73	+ 1	72¾
D						
Davison Chemical	20	64	63¾	63¾	+ ¾	63¾
Deere & Co. pf. (7) AS	10	125½	125½	125½		125½
Delaware & Hud. (9)	27	197¾	190	195¾	+ 1¼	196
Del. Lack. & West. (7b)	9	128	127	127		127
Devoe & Raynolds A (3.20b)	9	58½	58	58	— ¼	57¾
Diamond Match (8b) AS	20	187¾	187¾	187¾	— ¼	187½
Dome Mines (1)	12	9¾	9¾	9¾	+ ⅛	9¾
Drug, Inc. (4)	8	123¼	122¾	123¾		121¾
Du Pont de Nem. (18½b)	1	395	395	395		395
DuPont new	29	171¼	171	171		
Duplan Silk (1)	8	28¾	27¾	27¾	— ½	27
E						
Eaton Axle & Spr. (2)	138	73	70½	72	+ 2	71¾
Eisenlohr & Bros.		41	103	103	+ 1¼	107
Elkington Schild (3½)		2	38	38	38	—
Elkington Schild pf. (6½)		1	110	110	110	— 1¼
Elec. Auto Lite (4)	91	167½	164	166	— ¾	165½
Electric Boat	8	13¾	13½	13½	— ⅛	13¾
El. Pow. & Lt. (1)	378	58¼	54¼	56¾	— 1¾	56¼
El. Pow. & Lt. pf. (7)	9	108½	108½	108½	+ ¼	108½
Elec. Stor Batt. (5)	14	84¾	84¾	84¾	— ¼	84¾
Elk Horn Coal stp.	3	6	6	6		11½
Emerson Brantingham	9	12¾	11½	11½	— ¼	11½
Endicott-Johnson (8)	3	78¾	78¼	78¾	— ¼	78½
Engineers Pub. Serv.	29	55½	54¾	55	+ ¾	54¾
Engineers Pub. S. pf. (5)	1	93	93	93	— 1	93
Equit. Off. Bldg. (2)	11	32½	31¾	32	+ ¼	32
Erie R. R.	48	70¾	69½	69¾	— ¼	69½
Erie 1st pf.	7	87	86¼	86¾	— ¼	86¾
Eureka Vac. Clean. (4½b)	1	46½	45½	46	— ¼	45½
Exchange Buf. (1½)	1	22¾	21½	21½	— ½	22
F						
Fairbanks Morse (3)	1	47¾	47¾	47¾	— ¼	47¾
Fairbanks Morse pf. (7) A8	10	109¾	109½	109¾	+ 1¼	109½
Feder. Lt. & Tr. (1.60)	44	84	81½	81½		81½
Feder. Min. & Sm.	2	270	265	270	+10	265
Federal Motor (.80a)	2	18¾	18¾	18¾	+ ¼	18½
Federal Phenix Fire Ins. (2)	2	103½	103¼	103½	+ ¼	102
Filene Sons	2	94¾	94¼	94¾	— ¾	93½
First Nat. Stores (1¼)	8	69¾	68	68	— ¾	68½
Fisk Rubber	104	19½	18¾	18¾	— ¾	18¾
Fisk Rub. 1st pf. wrt.	1	82½	82½	82½	— ¼	82½
Fleischmann (3)	37	79	78¼	78½	— 1¼	78½
Florsheim Shoe A	3	52	51¾	51¾	— ¼	51½
Follansbee Bros. (2½b)	13	66¾	65¾	65¾	— ¼	65
Fox Film A (4)	30	98½	96¾	96¾	— ¼	96¾

Issue	Sales	High.	Low.	Last	Chg.	Bid
Freeport Texas (6½b)	16	83¾	82¾	83½		82¾
G						
Gabriel Snub. A	18	26½	25½	26¾	+ ¾	26
Gardner Motor	166	17	15¾	16¾	— 1½	16½
General Am. Tank (4)	38	99½	97¼	99¼	— 1½	99⅛
General Asphalt	1	74¼	74¼	74½	— ¼	74½
Gen. Asphalt pf. (5)	1	116½	116½	116½	— ¼	116
General Cable	96	49¾	47¾	47¾	— ¾	47¾
Gen. Cable A (4)	34	99	98	98¾	+ 1½	98
General Cigar (4)	27	70¾	69½	70	— ¼	69¾
General Elec. (5b)	162	353	249½	250⅝	— 2¾	250½
Gen. Elec. spl. (.60)	4	11¾	11¾	11¾		11¾
Gen. Gas & El. A (1½)	2	85	85	85	— 3	84
General Mills (3)	8	86¾	85½	86⅝	+ ⅜	85½
General Mot. (9½b)	132	214¾	211½	213⅝	+ ¼	212
Gen. Motors New	1280	86	84¾	84½	— ⅛	84¾
Gen. Outdoor Adv. ctf. (3)	9	34½	33½	34½		34¼
Gen. Railway Signal (5)	7	95¾	95¼	95¼	— ¼	95
Gen Refractories (3)	17	79¾	79½	79¾	+ 1½	79¼
Gillette Saf. Razor (5a)	22	124½	122¼	123½	+ 2½	123½
Gim

GENERAL BOND LIST AGAIN IS IRREGULAR

Trading Is Largely Restricted to Few Issues; Utilities Remain Quiet.

INDUSTRIAL LOANS SOFT

New York, Jan. 26 (A.P.).—Prices in today's dull short session in the bond market followed an independent course, with trading restricted to a few selected issues. The general list was irregularly higher and sales of $5,874,000 were slightly above last Saturday's total.

The utilities failed to respond to the strength in the stocks with American Telephone collateral 4s declining. New York Telephone debenture 6s, Philadelphia Co. gold 5s and Public Service of New Jersey 4½s, all lost ground. International Telephone convertible 4½s, were the strong spot, selling fractionally higher on a heavy turnover.

The rails were mixed, with losses of 1 to 2 points being recorded in Rock Island 4½s A, Erie convertible 4s B and Florida East Coast 5s. The New Haven issues also were lower. Minneapolis & St. Louis refunding 4s jumped 2½ points to a new high. Chesapeake Corporation 5s and Canadian National 4½s improved.

The industrials were inactive and lower. The sugars were weak, with Cuba 7½s slumping to a new low. Weakness was displayed by U. S. Steel sinking fund 5s and Abraham & Straus 5½s. Oils were lower, Barnsdall 6s with warrants dropping 2 points to a new low on a small turnover.

The foreign list was quiet and irregular. Pirelli 7s advancing 1⅝ points to a new high on heavy buying. Bolivia 8s dropped a point on reports arms were being shipped to that South American republic.

United States Government obligations were irregularly lower.

LOCAL STOCK EXCHANGE.

Sales—Regular call, 11:15 a. m.: Potomac Elec. 5½% pfd., 3 at 108½, 5 at 108¼, 2 at 108½, 3 at 108¼, 2 at 108½, 2 at 108½.

Federal-American Co. cpm., 10 at 55, 10 at 55.

Lanston Monotype, 10 at 120⅜, 10 at 121, 10 at 121, 4 at 121.

Natl. Mtge. & Inv. pfd., 50 at 5¾.

After call—

City & Suburban 5s, $1,000 at 96, $4,000 at 96.

Wash. Ry. & Elec. pfd., 13 at 99¼.

Potomac Elec. 6% pfd., 3 at 112¾.

BONDS. PUBLIC UTILITIES.	Bid.	Ask.
Amn. Tel. & Tel. conv. 4s	98¼	
Amn. Tel. & Tel. conv. 4½s	99	
Amn. Tel. & Tel. col. tr. 5s	105	115
Ana. & Pot. River R. R. 1st 5s	95	97
Ana. & Pot. River guar. 5s	95	
C. & P. Telephone 1st 5s	99¾	
C. & P. Telephone of Va. 5s	103	
Capital Traction 1st 5s	101½	102⅜
City & Suburban Ry. 1st 5s	95	97
Georgetown Gas Lt. 1st 5s	101½	102½
Pot. Elec. Power 1st 5s	99⅜	
Pot. Elec. Power conv. 5s	102	
Pot. Elec. Power gl. and ref. 6s	107⅛	
Wash. Alex. & Mt. Vernon 6s	2	4
Wash., Balto & Annap. 1st 5s	75	
Wash. Gas Light gen. 5s	101⅛	102⅛
Wash. Gas Lt. Co. Ser. A 5s	104½	105½
Wash. Gas Lt. Co. Ser. B 6s	105	107½
Wash. Ry. & Elec. cons. 4s	90⅛	90½
Wash. Ry. & El. gt. and ref. 5s	102	102½
MISCELLANEOUS.		
Barber & Ross, Inc., 6½s	94	94¾
Chamberlin-Vand'bilt Hotel 6½s	94	
Chamberlin Farms Dairy, Inc.	104½	105¼
Chevy Chase Club 1st 5½s	101½	103
Dist. of Col. Paper Mfg. 1st 6s	94	97
Pot. Joint Stock Land Bk. 5s	100	
Wash. Consolidated Title 6s	100	102
Wash. Market Cold Stge. 5s	96	
Wardman Pk. Hotel, Inc., 5½s	104¾	106
STOCKS.		
PUBLIC UTILITIES.		
Amn. Tel. & Tel.	210	
Capital Traction	106⅛	107⅛
*Washington Gas	120	125
Nor. & Wash Steamboat	301	
Potomac Elec. Power pfd. 6s	112	113
Potomac Elec. Power pfd. 5½s	108¾	109¾
Wash. Ry. & Elec. co.	525	600
Wash. Ry. & Elec. Co. pfd.	99¼	99⅝
NATIONAL BANKS.		
Capital	250	290
Columbia	400	450
Commercial (stamped)	258	275
District	245	250
Federal-American	341	348
Liberty	255	275
Lincoln	420	450
Metropolitan	415	450
Riggs	575	595
Second	250	
Washington	312	330
TRUST COMPANIES.		
Amer. Security & Trust	470	480
Continental Trust	125	
Merchants Bank & Tr. Co.	135	160
*National Savings & Trust	515	530
Union Trust	350	370
Wash. Loan & Trust	518	535
SAVINGS BANK.		
Bank of Bethesda	76	
Commercial & Savings	330	
East Washington	38	41
Potomac Savings	315	350
Sec. Sav. & Commercial	513	530
Seventh Street	320	
United States	600	705
Washington Mechanics	80	
FIRE INSURANCE.		
Columbia	14	
Real Estate	230	240
Title & Liv. Co. of Md. com.	45	
Wash. Cons'd Title Co. pfd.	51	
MISCELLANEOUS.		
Barber & Ross, Inc., com.	20	23
Chevy Chase Dairy pfd.	107	110
Chestnut Farms Dairy com.	220	226
Chestnut Farms Dairy pfd.	106¼	109¾
Col. Sand & Gravel Co. pfd.	93¾	99
Commercial Natl. Co. pfd.	104	
Dist. Of Col. Paper Mfg. Co. pfd.	86	
District Natl. Security pfd.	101	105
Federal Storage Co. pfd.	120	130
Federal-American Co. com.	55	57
Federal-American Co. pfd.	103	106
Lanston Monotype	120	125
Merch. Tr. & Storage	127	130
Merch. Tr. & Storage pfd.	108½	109½
Mergenthaler Linotype	104	106½
Natl. Mtge. & Inv. Co. pfd.	5¾	5½
Peoples Drug Stores pfd.	128	132
Security Storage	124	
Wm. H. Saul's Corp.	51	54
Wash. Convention Hall pfd.	75	95
Wash. Mech. Mtge. Co. com.	11	14
Woodward & Lothrop pfd.	109	

UNLISTED DEPARTMENT.

These securities not listed under exchange rules:

BONDS.	Bid.	Ask.
Army-Navy Club 5s	90	
Cosmos Club 4½s	90	
Commercial Club 1st 5s	93	
City Club 7s	92	
Met. Club 4½s	92	
STOCKS.		
Anacostia Bank	325	
Chapin-Sacks	5	
Chapin-Sacks 7% pfd.	40	
Chapin-Sacks, 8% pfd.	104	
Ch. Heurich Brewery	13	
Connecticut Pie Co.	140	
Departmental Bank	4	
District Title Insurance Co.	160	
Franklin National Bank	160	
Munsey Trust Co.	150	
North Capitol Savings Bank	14¾	
Northeast Savings Bank	20	
Park Savings Bank	70	80
Raleigh Hotel Co.	*85	100
Washington Savings Bank	15	
Washington Title Insurance Co.	13	
Washington Baseball Club	50	75
Woodridge-Langdon Sav. Bank	25	35

*Ex dividend.

FOREIGN BONDS.

French 4s	34
French 5s	70
French Premium 5s	47¼
French Internal 5s	42⅝
British Victory 4s	461
British War Loan 5s	498½
Italian Cons. 5s	43½
Belgian Restoration 5s	25¼
Belgian Premium 5s	28¼

I WILL SELL

$15,000 Southern Consld. Granite 6½% 1935. Bid.

$250 Washington Auditorium 6% 1944. @ 85½.

$5,000 Jefferson Apt. 1st 6%, 1939. Bid.

100 Units Real Estate Mortgage & Guaranty @ 8¼.

48 Units Wardman Mortgage & Discount @ 90.

500 Silver Vein Petrol. Bid.

10 International Bank @ 120.

18 Stanley-Crandall pfd. Bid.

10 F. H. Smith 7½% pfd. @ 94.

8 F. H. Smith 7% pfd. @ 87½.

10 Northern Virginia Investment 7% pfd. @ 100.

100 Washington Baseball @ 44.

125 Great Falls Natl. Insurance "new." @ 20.

12 Our Home Life Ins. Bid.

100 Wash. Press Bldg., pfd. @ 60.

30 Vance Frederic Units.

10 W. B. Moses 8% pfd. @ 93½.

30 Virginia Plate Glass. Bid.

THOMAS L. HUME

1412 G St. Main 1346

BOND SALES ON NEW YORK EXCHANGE

SATURDAY, JAN. 26, 1929.

(Reported direct from the New York Stock Exchange by S. & W. Seligman & Co.)

UNITED STATES GOVERNMENT WAR LOANS.
(The following sales are given in lots of $1,000.)
(Quotations in dollars and 32ds of a dollar.)

Sale.	Issue.	Open	High	Low	Last
10	Liberty 3½s	99.4	99.7	99.4	99.7
5	Liberty 1st 4¼s	100.3	100.3	100.3	100.3
44	Liberty 4th 4¼s	100.5	100.6	100.5	100.6
2	U. S. G. 4¼s	110.16	110.16	110.8	110.8
10	U. S. G. 3¾s	102.12	102.14	102.12	102.14

FOREIGN GOVERNMENT BONDS.

Sale.	Issue.	Open	High	Low	Last
	A				
8	Antioquia, Dept. of, B-7s, 1945	93½	93½	93⅛	93⅛
1	Antioquia, Dept. of, D-7s, 1945	93½	93½	93⅛	93⅛
3	Antioquia, Dept. of, 1st 7s, 1957	92½	92½	92½	92½
1	Argentine Govt. 6s, set. B, 1958	100	100	100	100
18	Argentine Govt. 6s, June, 1959	100¼	100¾	100¼	100¾
2	Argentine Govt. 6s, Oct., 1959	100½	100½	100½	100½
5	Argentine Govt. 6s, May, 1960	100½	100½	100¼	100¼
5	Argentine Govt. 6s, Oct., 1960	100¼	100¼	100¼	100¼
8	Argentine Govt. 6s, Sept., 1960	100¼	100¼	100¼	100¼
1	Argentine Govt. 6s, Feb., 1961	100¼	100¼	100¼	100¼
4	Argentine Govt. 5½s, 1962	96¾	96¾	96¾	96¾
9	Australia 5s, 1957	96	96	96	96
2	Australia 4½s, 1956	87½	87½	87½	87½
	B				
6	Belgium, King. of, 6s, 1955	100¾	100¾	100¾	100¾
1	Belgium, King. of, 7½s, 1945	114¾	114¾	114¾	114¾
19	Belgium, King. of, 7s, 1956	106	106¼	106	106¼
3	Belgium, King. of, 8s, 1941	109½	109½	109½	109½
10	Bolivia 8s, 1947	102⅞	102⅞	102	102
5	Bolivia 7s, 1958	94	94	94	94
14	Brazil, U. S. of, 6½s, 1926-57	96¾	96¾	96¾	96¾
1	Brazil, U. S. of, 6½s, 1927-57	95½	95½	95½	95½
13	Bremen, State of, 7s, 1935	101¾	101¾	101½	101½
	C				
1	Canada, Dom. of, 5½s, 1929	100½	100½	100½	100½
11	Canada, Dom. of, 5s, 1931	101⅝	101⅝	101½	101⅝
5	Canada, Dom. of, 5s, 1952	104½	104½	104¼	104½
3	Cauca Valley, Rep. of, 7½s, 1948	100¼	100¼	100¼	100¼
2	Chile, Rep. of, 6s, 1960	93¾	93¾	93¾	93¾
6	Chile, Rep. of, 6s, 1961	93¾	93¾	93¾	93¾
3	Chile, Rep. of, 6s, Jan., 1961	93¾	93¾	93¾	93¾
2	Chile, Rep. of, 6s, Sept., 1961	93½	93½	93½	93½
7	Colombia, Rep. of, 6s, Oct., 1961	90	90	90	90
2	Copen, City of, 5s, 1952	96¼	96¼	96¼	96¼
1	Costa Rica, Rep. of, 7s, 1951	95	95	95	95
1	Czechoslovakia, Rep. of, 8s, 1951	110¼	110¼	110½	110¼
6	Czechoslovakia, Rep. of, 8s, 1952	110¼	110¼	110¼	110¼
	F				
2	Finnish Muncip. 6½s, 1954, B	96	96	96	96
16	French Govt. 7½s, 1941	113¾	113⅝	113¼	113½
19	French Govt. 7s, 1949	108	108	108	108
	G				
2	Graz Municipality 8s, 1954	105	105	105	105
7	Greek Govt. 6s, 1968	85½	85¾	85½	85¾
	I				
2	Italy, King. of, 7s, 1951	97	97	97	97
	J				
17	Japanese 6½s, 1954	101⅛	101⅛	100¾	100¾
	M				
2	Medellin 6½s, 1954	89½	89½	89½	89½
1	Mexico, U. S. of, 4s, 1910, small	21½	21½	21½	21½
5	Mexico, U. S. of, 4s, 1910, large	22¾	23¼	22¾	23¼
1	Mexico, U. S. of, 4s, 1904	22	23	22	23
1	Minas Geraes 6½s, 1958	94¼	94¼	94¼	94½
	P				
7	Peru 6s, 1960	89½	89½	89½	89½
5	Peru 7s, 1959	102¾	102¾	102⅝	102¾
7	Peru 6s, 1961	89½	89½	89½	89½
5	Poland 8s, 1950	98¾	98¾	98¾	98¾
1	Poland 7s, 1947	87½	87½	87½	87½
5	Poland 5s, 1940	82	82	82	82
	R				
1	Rio de J., City of, 6½s, 1953	94½	94½	94½	94½
3	Rio Gr. No. Sul., St. of, 6s, 1968	90¼	90¼	90¼	90¼
3	Rome, City of, 6½s, 1952	91½	91½	91¼	91¼
	S				
2	Santa Fe, Prov. of, 7s, 1942	97¼	97¼	97¼	97¼
10	Sao Paulo, State of, 6s, 1968	91½	92	91½	92
1	Sao Paulo, State of, 7s, 1956	100	100	100	100
1	Sao Paulo, State of, 8s, 1936	107	107	102	107
1	Sao Paulo, State of, 8s, 1950	107¼	107¼	107¼	107¼
9	Seine, Dept. of, 7s, 1956	107	107	106½	106½
5	Serbs, C. & S., King of, 7s, 1962	79¾	80	79¾	80
10	Serbs, C. & S., King of, 8s, 1962	94½	94½	94½	94½
5	Soissons, City of, 6s, 1936	98¾	98¾	98¾	98¾
5	Styria, Prov. of, 7s, 1946	92¼	92¼	92¼	92¼
1	Sweden, King. of, 6s, 1939	102⅜	102½	102⅜	102⅜
	T				
5	Tokyo, City of, 5½s, 1961	85¾	85¾	85¾	85¾
3	Tolima, Dept. of, 7s, 1947	90	90	90	90
	U				
9	U. K. Gt. B. & I. 5½s, 1929	118¼	118¼	118¼	118½
6	U. K. Gt. B. & I. 5½s, 1937	103½	103½	103½	103½
	W				
7	Warsaw 7s, 1958	84¼	84½	84¼	84½

DOMESTIC BONDS—RAILS AND MISCELLANEOUS.

Sale.	Issue.	Open	High	Low	Last
	A				
10	Abraham Strauss 5½s, 1943	116	116	116	116
11	Agricultural Mtge. Bk. 6s, 1947	89½	89¾	89½	89¾
3	Albany Paper 6s, 1948	98	98	98	98
6	Allis-Chalmers 6s, 1937	100½	100½	100½	100½
2	Amer. Nat. Gas 6½s, 1942	95½	95½	95½	95½
9	Amer. Smelt. 5s, 1947	101	101	101	101
2	Amer. Sugar Ref. 6s, 1937	104¼	104¼	104¼	104¼
3	Amer. Tob. Co. 5½s, 1943	106¾	106¾	106¾	106¾
19	Anaconda Copper 6s, 1953	105	105¼	105	105¼
30	Anaconda Copper 7s, 1938	198½	199	198½	199
1	Anglo-Chilean Nitrate 7s, 1945	99½	99½	99½	99½
7	Armour & Co. of Del. 5½s, 1943	91½	91½	93¼	91¼
1	Associated Oil 6s, 1935	102	102	102	102
1	At. F. & S. F. gen. 4s, 1995	92½	92½	92½	92½
2	A. C. L. & N. col. 4s, 1952	89¾	89¾	89¾	89¾
	B				
12	B. & O. 1st 4s, 1948	95½	95½	95½	95½
1	B. & O. ref. & gen. 5s, 1995	101¾	102¼	101¾	102¼
6	B. & O. S. W. Div. 5s, 1950	102¼	102¾	102¼	102¾
17	Barnsdall Corp. 6s, 1940	134½	134½	132	132
22	Barnsdall Corp. 6s, 1040, x-war	99¾	99¾	98¾	99½
13	Batavian Petroleum 4½s, 1942	93¾	93¾	93¾	93¾
2	Bethlehem Steel 5½s, 1953	103½	103½	103½	103½
7	Bethlehem Steel 6s, 1948	105	105	105	105
1	Bing & Bing Co. 6½s, 1950	99¾	99¾	99¾	99¾
17	Boston & Maine 5½s, 1967	97¾	97¾	97½	97½
	C				
5	Canadian National 4½s, 1954	95½	95½	95¼	95½
22	Canadian National 4½s, 1957	94¾	95½	94¾	95½
17	Canadian Pacific deb. 4s	84½	84½	84½	84½
1	Canadian Pacific 4½s, 1946	96	96	96	96
	Central Pacific 5s, 1960	102½	102½	102½	102½
17	Ches. & O. cv. 4½s, 1930	99	99	99	99
20	Ches. Corporation 5s, 1947	99¼	100	99¼	100
6	C. & E. Ill. 1st cons. g. 5s, 1951	81¼	81¼	81	81
3	Chi. Great West 1st 4s, 1959	68¾	69	68¾	69
5	Chi., M., St. P. & Pac. 5s, 1975	93½	93½	93½	93½
16	C., M., St. P. & Pac. adj. 5s, 2000	79¼	79¾	79¼	79¾
7	Chi. & N. W. 7s, 1930	102½	102½	102½	102½
33	Chi., R. I. & P. 4½s, 1952	92½	92½	92	92
11	Chile Copper 5s, 1947	94¾	95¼	94¾	95¼
1	C. C. C. & St. L. r. & l. 6s, A, 1928	100	100	100	100
1	C. C. C. & St. L. r. & l. 6s, D, 1963	103¾	103¾	103¾	103¾
1	Coal River 4s, 1945	90	90	90	90
4	Colon Oil 6s, 1938	115	115	115	115
3	Columbia Gas & El. 5s, 1952	99¾	99¾	99¾	99¾
1	Commercial Credit 6s, 1934	93¾	93¾	93¾	93¾
12	Commercial Invest. 6s, 1948	98¼	98¼	98	98
16	Consolidated Gas N. Y. 5½s, 1945	105¾	105¾	105¾	105¾
1	Cons. Coal of Md. 1st 5s, 1950	73	73	73	73
3	Crown Cork 6s, 1947	99	99	99	99
8	Cuba C. S. cvt. deb. 5s, sts., 1930	77½	77½	77½	77½
4	Cuban Dom. Sugar 7½s, 1938	96	96	95	95½
3	Cuban Nor. Rys. 5½s, 1942	91¼	91¼	91¼	91¼
	D				
2	Den. & R. Gr. & West 5s, 1978	91¾	91¾	91¾	91¾
13	Den., R. Gr. & West. 5s, 1955	93¾	94	93¾	94
1	Detroit Ed. 1st & ref. 6s, 1940	107⅛	107⅛	107⅛	107⅛
1	Deutsche Bk. 6s, 1942	92¾	93¼	92¾	93¼
1	Dodge Bros. 6s, 1940	104¼	104¼	104¼	104¼
20	Duquesne Light 4½s, 1967	100½	100½	100½	100½
	E				
1	E. Cuba Sugar 7½s, 1937	94	94	94	94
10	Erie 1st cons. g. 1n. 4s, 1996	79	79	79	79
12	Erie R. R. 5s, 1967	95	95	95	95
	F				
10	Fiat 7s, 1946	165	165	162	162
10	Fiat 7s, 1946, x-wer	99¼	99¼	99¼	99¼
4	Florida East Coast 4½s, 1959	78	78	78	78
	G				
4	Gal. H. & H. 5s, 1933	98⅛	98⅛	98⅛	98⅛
24	General Motors Accep. 6s, 1937	103	103⅛	103	103⅛
2	German Cen. Agri. Bank 7s, 1950	98¾	98¾	98¾	98¾
2	German Cen. Agri. Bank 6s, 1960, July	88	88	88	88
3	German Cen. Agri. Bank 6s, 1960, Oct.	87	87¼	87	87
1	German Cen. Agri. Bank 6s, 1938	90½	90½	90	90½
1	Gt. Cons. El. P. of Jan. 7s, 1944	98½	98½	98½	98½
4	Great Falls Power 5s, 1944	104¾	104¾	104¾	104¾
4	Great Northern 7s, 1936	111¾	111¾	111½	111½
	H				
6	Hoe, R. & Co. 6½s, 1934	86½	87	86½	87
10	Hudson Coal Co. 5s, 1962	82½	82¾	82½	82¾
1	H. & M. 1st & ref. 5s, A, 1957	97	97	97	97
1	H. & M. adj. Inc. 5s, 1957	83	83¼	82¾	83¼
1	Humble Oil 5½s, 1932	101	101	101	101
10	Humble Oil 5s, 1937	100	100⅛	100	100⅛
	I				
2	Ill. Cent. 5s, 1956	104¾	104¾	104¾	104¾
24	Ill. Cent. 4¾s, 1966	99¼	99¾	99¼	99½
2	Ill. C. col. tr. 4s, 1952	91	91	91	91
3	Iseder Steel 6s, 1948	88	88	88	88
1	Indiana Limestone 6s, 1941	91½	91½	91½	91½
1	Indiana Steel 1st gd. 5s, 1952	102¾	102¾	102¾	102¾
1	Inland Steel Co. 4½s, 1978	92¾	92¾	92¾	92¾
17	Interb. R. T. ref. 5s, 1966	79	79	79	79
6	Interb. R. T. ref. 5s, sta.	78¾	78¾	78¾	78¾
1	Int'nat'l Agri. 5s, 1942, sta.	80	80	80	80
6	International Cement 5s, 1948	112¼	112¼	112¼	112¼
2	International Match 5s, 1947	97¾	98	97¾	98
38	International Mer. Mar. 5s, 1941	101	101	101	101
1	Iter. Rwys. of Cen. Am. 5s, 1972	81¾	81¾	81¼	81¾
6	Internati. Tel. & Tel. 4½s, 1952	93¾	93¾	93¾	93¾
558	Internati. Tel. & Tel. 4½s, 1939	116¼	116¾	115⅞	115⅞
1	Iowa Cent. 1st ref. 4s, 1951	17⅝	17⅝	17⅜	17⅝
	K				
25	Kayser, Julius, 5½s, 1947	131	131	131	131
16	Keith Corp. (B. F.) 6s, 1946	96	96	95	95
	L				
2	Laclede Gas 5½s, 1953	105	105	105	105
1	Lake S. & M. S. 4s, 1931	97⅝	97⅝	97⅝	97⅝
1	Lehigh Valley gen. 4s, 2003	86¾	86¾	86¾	86¾
5	Lorillard Co. 5½s, 1937	88⅛	88⅛	88⅛	88⅛
4	Lombard Elec. 7s, 1952	105	105	105	105
1	Louisville Gas 6s, 1941	119	119	119	119
2	Low's, Inc., 6s, 1947, ex-war	99¼	99¼	99¼	99¼
	M				
17	Man. Ry. 1st 4s, 1990	67	67½	67	67½
2	Mendidonale Elec. 7s, 1937	96½	96½	96½	96½
17	M., St. L. & T. 1st cons. 4s, 1938	89	89	88¾	88¾
4	M., St. P. & S. S. M. 4½s, 1931	100¼	100¼	100¼	100¼
34	Minn. & St. L. 1st ref. 4s, 1949	29¼	31	29¼	31
1	Mo. Pac. 5s, Ser. F, 1977	98½	98½	98½	98½
13	Mo. Pacific gen. 4s, 1975	75¼	75½	75¼	75½
1	Mo. Pac. 5s, 1926, large	98	98¼	98	98
9	Montecatini Min. 7s, 1937, x war	93¾	93¾	93¾	93¾
1	Mortgage Bank of Chile 6s, 1961	92½	92½	92½	92½
1	Mortgage Bank of Chile 6½s, 1957	98½	98½	98½	98½
2	Mtge. Bank of Columbia 7s, 1948	99½	89½	89½	89½
1	Mtge. Bank of Columbia 7s, 1947	92	92	92	92
	N				
4	Nassau Elec. 4s, 1951	61	61	61	61
40	Nat'l Dairy Products 5½s, 1948	96¼	96¼	95¾	96
1	N. O., T. & Mex. 1st 5s, Ser. A, 1935	98½	98½	98½	98½
1	N. O., T. & Mex. 1st 5s, Ser. B, 1954	99¼	99¼	99¼	99¼
4	N. Orleans, T. & Mex. 5½s, 1954	104	104	104	104
5	N. Y. Cent. 5s, 2013	106¾	106¾	106¾	106¾
1	N. Y. Edison 5s, 1941	114⅛	114⅛	114⅛	114⅛
1	N. Y., N. H. & H. cvt. 6s, 1948	111⅛	111⅛	111⅛	111⅛
2	N. Y. Rwys. income 6s, 1965	24⅝	24⅝	24⅜	24⅝
12	N. Y. State Rys. cons. 4½s, 1962	53	53	52½	52½
10	N. Y. Tel. ref. 5s, 1941	109⅝	106⅝	106⅝	106⅝
1	Nord. Ry. of France 5½s, 1950	102	102	102	102
1	North Amer. Edison 5s, 1957	101⅛	101⅛	101⅛	101⅛
10	North Amer. Edison 5½s, 1963	101½	101½	101½	101½
13	N. Pac. ref. & imp. 6s, 2047	113	113	113	113
	O				
7	Oriental Dev. 8s, 1953	97¾	97¾	97¾	97¾
1	Oriente Sugar 5½s, 1955	88⅞	88⅞	88⅞	88⅞
	P				
4	Pan-Amer. P. & T. 6s, 1940	96½	96½	96½	96½
2	Pan-Am.-Lead. P. & T. 7s, 1947	100	100	100	100
15	Paris-Lyons Med. Rwy. 6s, 1958	100	100	100	100
1	Paris-Lyons Med. Rwy. 7s, 1958	104	104	104	104
1	Paris Orleans Rwy. 6½s, 1968	96	96	96	96
34	Pathe Exchange 8s, 1937	82¾	83	82¾	83
9	Penn. Co. 4½s, 1963	98⅝	98⅝	98½	98½
17	P. R. R. 8s, 1964	104	104½	103½	103½
4	P. R. R. 6½s, 1936	110¼	110¼	110½	110¾
6	P. R. R. 1st 4½s, 1939	102¾	102¾	102¾	102¾
4	Philadelphia Co. 5s, 1967	99⅛	99⅛	99½	99¼
5	Phillips Petroleum 5¾s, 1939	93	93	93	93
224	Pirelli Co. 7s, 1952	148	150	148	149⅝
1	Porto Rican Am. Tob. 6s, 1942	102	102	102	102
19	Postal Tel. & Cab. 5s, 1953	94	94	93½	93½
7	Pure Oil 5½s, 1937	99½	99½	99½	99½
	R				
1	Remington Arms 6s, 1937	100¾	100¾	100¾	100¾
1	Remington Arms 6s, 1947	94	94	94	94
5	Rhine-Westphalia Elec. 6s, 1953	105	105¼	105	105¼
1	Rio Grande West. col. tr. 4s, 1949	88	88	88	88
	S				
3	Saxon Pub. Works 7s, 1945	98¼	98½	98¼	98¼
1	Saxon State 6½s, 1945	95	95	95	95
1	Shell Pipe Line 6s, 1952	98	98	98	98
8	S. A. L. Ry. 6s, 1949	77	77	76	76½
1	Seaboard-All Florida 6s, 1935, B	64½	64½	64¼	64¼
7	Seaboard-All Fla. 6s, 1935, A	69⅜	69⅜	69¼	69¼
8	Shell Union Oil 5s, 1947	97¾

PRICES HOLD LEVEL ON DULL EXCHANGE

Day's Turnover in Capital Is Only 142 Shares; Debits Again Decline.

TRUST FIRM IS ORGANIZED

By ROBERT C. ALBRIGHT.

Prices were firm, but trading listless, in the limited number of stocks that came out on the Washington Stock Exchange yesterday. The day's total turnover amounted to only 142 shares, and but $5,000 in bonds changed hands.

Climbing fractionally above recent levels, Washington Railway & Electric preferred moved to 99¼. Lanston Monotype advanced to 121, after opening at 120⅞. Firmness was shown in Potomac Electric 6 per cent preferred, which held at 112½. National Mortgage & Investment preferred was strong at 5¾.

Minor recessions were noted in Potomac Electric 5½ per cent preferred, which traded at 108½, and Federal-American Co. common, which sold at 55.

City & Suburban 5s alone represented the bond division, selling again at 96, in lots of $1,000 and $4,000.

Few changes were noted following the weekly reading of securities in the unlisted department. The bid for Chapin Sacks 8 per cent preferred was moved up from 104 to 106. Offered at 90, the bid for Park Savings Bank fell back from 75 to 70. Raleigh Hotel Co. was bid up to 85, and offered at 100. With its stock in demand at 25, Woodridge-Langdon Savings Bank was offered at 35.

Debits Again Show Decline.

For the second successive week debits to individual accounts reported to the Federal Reserve Board by Washington banks showed a decline, the total of $85,766,000 shown by local institutions representing a falling off of $1,435,000 from the $87,203,000 debit figure reached the preceding week, according to the statement made public yesterday by the board.

The entire Richmond district, which includes the Washington area, reported debits of $310,986,000. This was a drop of $19,492,000 from the debit total reported for the week prior, but marked a gain of $15,398,000 over figures reported for the corresponding seven days of 1928.

Debits to individual accounts reported by banks in leading cities aggregated $18,976,446,000 or 4.8 per cent below the total of $19,940,613,000 shown for the previous week, and 35.8 per cent above the total for the week ended January 25, 1928.

Aggregate debits for 141 centers for which figures have been published weekly since January, 1919, amounted to about $18,130,193,000, as compared with $19,037,507,000 for the preceding week and $13,308,166,000 for the week ended January 25, 1928.

Clearings Are $28,835,000.

Clearings from Washington banks reached $28,835,000 during the week ended January 24. This was an increase of 17 per cent over the figures for the corresponding period of last year. A falling off of $1,705,000, however, was noted from the $30,540,000 reported from the week preceding.

The gain over a year ago was in contrast to losses in most other cities of the Fifth Federal Reserve district. Richmond reported clearings of $42,771,000, as against $44,901,000 the week before, a falling off of 11.7 per cent under the same week last year. Clearings of $91,732,000 were reported in Baltimore, a decrease of 6.5 per cent under a year ago and a decline under the $102,615,000 reported the week preceding.

For the whole country clearings aggregating $13,740,096,000 were reported, a gain of 30.8 per cent over figures for the corresponding week of 1927. A decrease of 4.6 per cent was shown, however, under the $14,408,238,000 total for the week preceding.

Trust Company Incorporated.

The Panama-American Trust Co. has been incorporated under the laws of Panama with an authorized capital of $500,000, divided into $100 par value shares, according to an announcement yesterday by the Panama Holding Corporation, with offices at 551 Washington Building, this city. The latter corporation, which will act as the securities division of the new trust company, is in charge of the organization details.

The stock will be sold at $150 a share, thus creating a surplus of $250,000. There is no local trust company in Panama. The commercial banking field is covered by the National Bank of Panama, all the stock of which is owned by the Republic of Panama and by branches of outside banks.

While the principal office of the new trust company will be in Panama City, a majority of the directors will be citizens of this country. A branch office will be opened in Colon and there will be agencies established in New York and Washington.

The organization committee consists of A. Havens Bowditch, Frederick E. Farnsworth, John F. O'Hagen, Jost Van Werdenhoff, C. G. McClellen, George W. Platt and Louis K. Purdom. It was stated that a considerable volume of trust business already has been offered the organization by American firms and individuals with interests in Panama.

Trade Condition Review.

Reviewing trade conditions during the year just ended, the Federal Reserve Board states in its current bulletin that distribution of commodities was in large volume throughout the year and inventories at the end of the year showed no general increase. Sales of department stores throughout the country averaged somewhat larger in the first eleven months of 1928 than in 1927. Christmas trade in 1928 compared favorably with that of a year earlier. Stocks of goods held by department stores were generally smaller last year than in 1927.

Wholesale distribution was in about the same volume in 1928 as in the year preceding, according to reports from representative firms in nine lines. Sales of groceries and meats were somewhat larger during the past year than in 1927, reflecting in part the influence of higher prices for food products during most of the year. Sales of drugs also increased, and a considerably larger volume of agricultural implements and machine tools was sold in 1928 than in any other recent year. The largest decreases were in sales of dry goods, clothing and shoes, but there also were declines in furniture and hardware.

NEW YORK PRODUCE.

New York, Jan. 26 (A.P.).—BUTTER—Firm; receipts, 10,214; extra, fresh gathered seconds, 37@39; storage best marks, 36@37; first, 29@36; seconds, 27½@28½; nearby White mulkin, 36; Pacific Coast, extra first, 44@44½.

CHEESE—Steady; receipts, 106,626.

POULTRY—Live and dressed steady; unchanged.

COFFEE—Spot steady; demand fair; Rio No. 7, 18½; Santos No. 4, 24½.

LARD—Firmer; Midwest, 12.40@12.50.

SUGAR—Raw, 3.90 for Cuban duty paid; refined, 5.10 for fine granulated.

SECURITIES PRICE AVERAGES

New York, Jan. 26 (A.P.).—Stock market averages:

	50 Indus.	20 R.R.	20 Util.
Today	216.2	134.7	211.2
Previous day	216.7	135.4	210.7
Week ago	211.4	133.7	202.6
Year ago	146.3	120.0	132.1
High, 1928	207.7	133.3	185.5
Low, 1928	140.0	117.0	126.4

Wall Street Briefs

New York, Jan. 26 (A.P.).—With new investment trusts seeking large amounts of capital, stock offerings this week totaled $208,781,000 against $32,488,000 last week. The total new stock offerings since January 1 has reached $284,063,000 compared with $59,285,000 in the corresponding 1928 period.

Increase of manufactured products to 70 per cent of the United States' export trade was outstanding in this country's international business last year, says James A. Farrell, chairman of the National Foreign Trade Council. He has called the sixteenth national foreign trade convention to be held at Baltimore April 17, 18 and 19.

Wall street understands directors of Pere Marquette Railway Co. at their meeting next month will discuss an increase in the quarterly dividend rate from $1.50 to $2.

Sylvester Roll, former secretary of the American Legation in Stockholm, Sweden, has been appointed a Paris representative of the industrial acceptance corporation, subsidiary of the Industrial Finance Corporation.

The Pressed Steel Car Co. has orders for 500 tank cars from the North American Car Co. and for 100 ore cars from the Utah Copper Co., Railway Age reports. The Utah Copper Co. also has ordered 22 air dump cars from Koppel Industrial Car & Equipment Co., controlled by Pressed Steel Car Co.

Western Oil & Refining Co., reports its sales of gasoline in 1928 increased to 23,000,000 gallons from 11,076,000 gallons in 1927, a gain of 108 per cent. The company also sold last year 850,000 barrels of fuel oil, 3,500,000 gallons of kerosine and 150,000 barrels of deisel oil.

Bonds and notes of corporations falling due in February total $48,178,580 against $98,927,850 this month and $75,635,300 in February 1928. Little new financing is expected to meet these maturities.

FINANCIAL DISTRICT CHATTERBOX

F. G. Awalt, Deputy Comptroller of the Currency, has accepted an invitation to attend the first dinner meeting of the new fiduciaries section of the District of Columbia Bankers Association, Tuesday night at the Willard. Reuben A. Lewis, secretary of the trust company division of the American Bankers Association, and Robertson Griswold, president of the Corporate Fiduciaries Association of Baltimore, will address the section. Vice President Wilmer J. Waller will represent the council of administration of the district association. Plans are in charge of F. P. A. Siddons, chairman of the section, and B. L. Colton, of the District National Bank.

Announcement of the election of Edwin C. Graham, who formerly was head of the Board of Trade and the Board of Education of this city, as a class B director of the Richmond Federal Reserve Bank, is made in the January issue of the Federal Reserve Bulletin. Mr. Graham was indorsed for election to this office at the fall meeting of the District Bankers Association.

The Bulletin also stated that Frederic A. Delano has been designated deputy chairman of the Richmond Federal Reserve Bank, for a term of one year, expiring December 31, 1929.

Eliot H. Thomson, of the Washington Loan & Trust Co., chairman of the advertising committee of the District of Columbia Bankers Association, was back at his desk last week after a month's absence.

Edward J. McQuade, vice president of the Liberty National Bank and secretary of the District of Columbia Bankers Association, left Washington Thursday for Melbourne, Fla., where he will join Mrs. McQuade. They will pass a few days at Miami before returning to Washington.

Dr. Frederick E. Farrington, president of the Chevy Chase Savings Bank, was guest of the officers, directors and entire personnel of the institution, at a dinner given in his honor at the Columbia Country Club Thursday night. Addresses were made by Judge Ralph Given, Paul Sleman and George P. Hoover, directors of the bank, who predicted a $2,000,000 institution in five years. The bank on December 31 had assets of $1,220,842, and deposits of $1,019,548.56. Dr. Farrington has just been elected to serve his fourth year as president.

An improvement has been noted of late in the condition of Edward L. Hiliyer, vice president and a director of the Union Trust Co., who has been critically ill for several weeks.

C. H. Pope, vice president of the Munsey Trust Co., and general chairman of the convention committee of the District of Columbia Bankers Association, made a business trip to New York Thursday. He returned the following day.

The District of Columbia Bankers Association, at its midwinter meeting Wednesday at the Willard, adopted resolutions of regret and sympathy on the deaths of Richard Hugh Bagby, of the Washington Mechanics Savings Bank, and B. Ashby Leavell, of the Merchants Bank & Trust Co.

The Washington Stock Exchange adjourned business Friday noon in respect to the memory of John W. Brawner, a member, who died that day.

With the resumption of courses in negotiable instruments, standard banking and business forecasting, the Washington Chapter, American Institute of Banking, will open second semester activities tomorrow evening at chapter headquarters in the Becker Building.

J. William Harrington, of W. B. Hibbs & Co., who has been ill for weeks following an attack of pneumonia, is reported improving rapidly.

Baby Princess Prizes Tortoise as Live Toy

London, Jan. 26 (A.P.).—Madame Butterfly, a baby tortoise with unusual orange markings, is an addition to the little Princess Elizabeth's "royal household" of woolly dogs, bears and elephants.

Princess Elizabeth has given Madame Butterfly an ecstatic royal welcome. She much prefers animals to dolls, and this live, crawly addition to her nursery menagerie delights her. The tortoise has been provided with a home in the garden behind 145 Picadilly, and its royal mistress visits it daily.

North Sea Fishermen Haul In Ivory Tusk

Lowestoft, England, Jan. 26 (A.P.).—Skipper Freeman of the trawler Wide Awake believes that he barely missed hauling from the North Sea a 2-ton portion of a prehistoric mammoth.

Off Yarmouth, runs this magnificent item, the nets caught on what seemed to be wreckage. An hour's work by the crew brought the nets up ragged and bearing a freshly broken piece of fossilized tusk 5 feet long and 2 feet across.

Remember Markets.

Cassel, Germany (A.P.).—A statue representing a market woman is about to be erected on the square here to commemorate the former markets that were held there several times a week.

Curb Review

New York, Jan. 23 (A.P.).—Curb Market prices held firm today and continued buying again lifted a number of issues, led by the utilities, to new high ground. Week-end profit taking caused some recessions, but it did not reach the usual extent, and closing prices showed gains as great as 16 points.

Electric Bond & Share regained the leadership of the utility group, soaring 16 points net to a new top, at 226. American Superpower B advanced more than 7 points net, and with the A issue established new peaks. Northern States Power A and the new issue also invaded new high territory, while United Gas Improvement, Associated Gas & Electric A, Commonwealth Edison and a few others made smaller gains. Electric Investors, Consolidated Gas of Baltimore, Italian Superpower and Southeastern Power & Light yielded to profit taking.

Automotives were firm, although there were a few declines. Ford of England, Auburn Auto, Paramount Cab and Checker Cab forged ahead, the latter establishing a new high at 71½. There was some buying also of airplane issues, notably Travel Air, which reached a new high above 60. Universal Aviation and Sikorsky. Mining and metal shares were irregular. Lake Superior moved to a new high above 38, but closed net lower. Oils similarly were mixed, while pipe lines were heavy. Standard of Indiana improved slightly.

Strong issues in the industrial list included Casein, up 13 points; Aluminum Limited, Crocker Wheeler Electric, up 1¾; Firemen's Fund Insurance, Westvaco, Tishman Realty, Stroock & Co., Marion Steam Shovel, Pitney Bowes, Shulte United preferred, Curtis Publishing new and Royal Typewriter, all of which reached new tops.

BANK CLEARINGS

Bank clearings in the United States for the week ended January 24 aggregated $13,740,096,000, as against $14,408,238,000 last week and $10,499,688,000 in this week last year, according to Bradstreet's. This week's total shows a decrease of 4.6 per cent from last week, but a gain of 30.8 per cent over the like week a year ago. Canadian clearings aggregated $386,613,000, against $367,621,000 last week and $342,152,000 in this week last year. Following are the returns for this week and last, with percentages of change shown this week as compared with this week last year.

(Totals are given in thousands, three ciphers being omitted after each item.)

	January 24	I. or D.	January 17
W'h'ton,D.C.	126,650	I 17.0	108,250
New York..	9,335,000	I 44.6	9,725,000
Chicago	769,900	I 13.0	803,700
Philadelphia	615,000	I 12.2	633,000
Boston	491,963	D 2.5	544,975
S. Francisco	204,389	D .9	224,563
Los Angeles.	228,854	I 26.6	235,952
Pittsburgh..	194,736	I 10.2	192,688
Detroit	245,411	I 36.8	229,457
St. Louis..	143,100	I 3.6	142,200
Kansas City.	135,000	I 5.4	141,800
Cleveland ..	137,803	I 19.1	152,550
Baltimore ..	91,732	D 6.5	102,615
Minneapolis.	77,516	I 14.8	84,377
Cincinnati .	*79,258	I .1	79,258
N. Orleans...	58,583	D .1	84,532
Buffalo	61,997	I 37.2	64,880
Atlanta	50,920	D 14.8	56,836
Dallas	57,968	I 15.3	60,713
Richmond...	42,771	D 11.7	44,901
Seattle	49,279	I 13.8	55,259
Milwaukee .	32,491	D 15.4	38,446
Omaha	43,938	I 9.2	44,357
P'tland,Ore.	35,491	I 6.9	39,676
Louisville...	42,364	D 7.8	48,088
Houston	40,825	I 20.8	37,488
Denver	38,195	I 11.0	40,474
St. Paul	30,016	I 2.7	33,484
Okla. City .	32,696	I 16.8	33,126
Newark, N.J.	28,820	I 3.5	32,327
Birmingham	23,801	D 8.1	25,711
Indianapolis.	22,836	I 9.0	28,366
Nashville...	21,701	D 14.5	31,897
Memphis ...	27,956	I 28.7	26,175
Savannah ...	15,745	D 10.2	17,050
Toledo	21,459	D .4	25,517
J'ks.ville,Fla	16,507	D 23.2	17,290
Oakland	19,130	I .5	20,863
S. Lake City	18,847	I 2.7	22,544
Columbus ..	17,727	I 7.2	20,155
Providence..	16,995	I 14.1	19,136
Rochester ...	15,729	I 24.6	19,203
Spokane ...	11,564	D 2.5	14,808
Galveston..	10,140	I 129.5	9,931
Wichita	7,621	D 1.2	9,009
Ft. Worth...	14,875	I 7.3	14,207
Des Moines..	8,567	D 3.4	10,001
Grand Rapids	9,139	I 21.3	11,553
Norfolk	4,444	D 16.9	5,637
Miami	2,861	D 34.8	2,927
Total U. S...	13,740,096	I 30.8	14,408,236
Outside N. Y.	4,405,096	I 8.8	4,638,238
DOMINION OF CANADA.			
Montreal.....	$164,964	I 10.8	$161,912
Toronto	173,648	I 17.6	156,078
Winnipeg.....	48,004	I 4.3	49,631
Total	386,613	I 12.8	367,621

*Last week.

LIVE STOCK MARKETS.

Chicago, Jan. 26 (A.P.) (U. S. Department of Agriculture).—HOGS—Receipts, 6,500; market uneven; mostly steady on weight averages under 200 lbs.; heavier weights mostly 10c to 15c lower in comparance with Friday's average; top, 9.60, paid for a load of 191-lb. weights; shippers took 3,000; holdover, 3,000; butchers, medium to choice, 250 to 300 lbs., 9.00@9.40; 200 to 250 lbs., 9.00@9.50; 180 to 200 lbs., 9.10@9.60; 130 to 160 lbs., 8.40@9.50; packing sows, 8.25@8.80; pigs, medium to choice, 90 to 130 lbs., 7.25@8.50.

CATTLE—Receipts, 200; compared with a week ago, fed steers and yearlings 25c to 75c higher, mostly 50c up, with weighty steers suitable for kosher outlet showing most gain; plain steers of value to sell at 11.25 downward, along with stocker and feeders 25c to 50c lower; better grades fat cows weak to 25c lower; all heifers except a few light specialties 25c to 75c lower; bulls 25c to 40c off and vealers largely $1.00 to $1.50 lower; extreme top yearlings, 15.50; medium weights, 14.75; heavies, 14.50; not many steers above 14.00; bulk, 11.25@13.25. Prices at new low level for season early in week and midweek bulge did not hold up and general trade closed shaky.

SHEEP—Receipts, 3,000; 19 doubles from fed lots and 19,000 direct; receipts moderate; dressed lamb trade dull and lower; demand for choice live lambs broad, compared with close of last week; fat lambs 10c to 15c higher; aged sheep strong to 25c higher; feeding lambs around 25c higher; practical top prices for week, fat lambs, 17.45; top yearlings, 15.00; fat ewes, 10.75; feeding lambs, 15.85; bulk prices for week, fat lambs, 16.50@17.00; yearlings, 14.00@15.00; fat ewes, 9.00@10.50; feeding lambs, 14.75@15.65.

FLOUR QUOTATIONS.

Minneapolis, Jan. 26 (A.P.).—Flour unchanged; shipments, 42,661 barrels. Bran—29.50@31.00.

BALTIMORE SECURITIES.

Baltimore, Jan. 26.—Closing prices:

Arundel Corporation	43
Black & Decker	38
C. & P. Telephone pf.	116
Commercial Credit rts.	4⅞
Commercial Credit pf. B	26¼
Cons. Gas Elec. Lgt & Pow	104
Cons. Gas. El. Light & Pow. 5% pf.	102½
Cons. Gas Elec. Light & Pow. 6% pf.	110¾
De Lion Tire & Rubber	2½
Eastern Rolling Mills	32
Eastern Rolling Mills Scrip	31½
Fidelity & Deposit	302
First National Bank	89½
Houston Oil pf.	87
Manufacturers Finance 1st pf.	20½
Manufacturers Finance 2d pf.	18½
Maryland Casualty	169
Maryland Mortgage	38⅛
Merchants & Miners Transportation	47¼
Mortgage Security	3¾
Mt. Vernon-Woodberry Mills pf.	81
New Amsterdam Casualty	88
Pennsylvania Water & Power	96¼
Silica Gel	28
Standard Gas Equip. pf. xw	40½
United Railways & Electric	13½
United States Fidelity Fire wi.	83
U. S. Fidelity & Guaranty new	91⅜
U. S. Fidelity & Guaranty new rts. wi.	1.08
Yellow Cab	18½
Black & Decker 6½s	139
Cons. G. E. L. & P. 5s, 1949	106
Prudential Refining 6½s	103½
United Rys. & Elec. income 4s	41⅛
United Rwys. & Elec. funding 5s	63

CHICAGO STOCKS.

(Reported by W. B. Hibbs & Co.)

	Bid.	Asked.
Armour & Co. of Del. pfd.	85⅝	95
Armour & Co. of Ill. pfd.	86	90
B. and K.		82
Borg & Beck Co	141½	142½
Chi. City & Co. Ry. com.	1½	2
Chi. City & Co. Ry. pfd.	20¼	21½
Com. Edison	235	
Consumers com.	12	12½
Consumers pfd.	87½	
C. & C. Bank	700	707
Gossard	54⅝	59
Great Lakes Dredge	250	269
Honeywell	62	62⅝
Honeywell pfd	146½	
Illinois Brick	38⅝	39
Kraft Cheese	36⅛	37⅛
Libby, McNeill & Libby	13⅝	14
McCord Rad A	42	43
Middle West. Util. com	172	174
Middle West. Util. pfd.	118	119⅜
Middle West. Util. pr. lien	127	128⅛
Midland Steel	102	105
Montgomery Ward A	131	132
National Leather	4½	4⅝
Pines Winter Front	110	115
Pub. Serv. Corp. $160 par	272½	
Pub. Serv. 6% pfd	120	
Quaker Oats com.	365	370
Quaker Oats pfd	119	120
Swift & Co	136	136½
Swift Int	35⅝	35¾
John R. Thompson		58
U. S. Gypsum	67	68¼
Wahl Co	24	25
Yellow Taxi	32¼	32½



You can't stop tears—because people are human!

The Doctor gives you encouragement and consolation---your friends and neighbors sympathize with you---but they can not wipe out the sorrow that a frightful accident sows in the hearts of those who love you. Additional expenses are incurred, "hard earned" savings are ofttimes insufficient for the daily necessities. You can't stop tears, because people are human; but you can allay expenses by preparing for such an emergency.

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Benefits Loss of Life or Limb

$1,000.00

For loss of life, limbs, or sight by automobile, train, street car, steamboat, stage or bus, elevated or subway car, within which insured is riding.

$1,000.00

For loss of life, limbs, or sight by fires in dwelling house, store, office building, lodge room, clubhouse, church, barn, &c., or in passenger elevator in any building, or by LIGHTNING, CYCLONE or TORNADO, &c.

$500.00

For loss of life, limbs, or sight by being struck by any kind of a moving conveyance while walking or standing on highway, or BY FARM MACHINERY, or by falling signboard, brick, stone or other DEBRIS from buildings, &c.

$500.00

For loss of life, limbs, or sight while cranking an automobile, drowning, loss of single member of body or eye while traveling, &c.

$100.00

Yearly increase for five years. The policy is then worth a maximum of $1,500.00.

Use This Coupon When Ordering Policy and Paper
Enclose Check or Money Order for $1.50 to Cover Policy

INSURANCE APPLICATION COUPON

Insurance Dept.
The Washington Post,
Washington.

Place an X in the Proper Space

☐ Am at present a subscriber to the daily and Sunday Washington Post. Please continue my subscription for one year.

☐ I hereby subscribe to The Washington Post, to be delivered to my residence daily and Sunday, for a period of one year. I agree to pay your collector 70 cents each month upon receipt of bill.

Enclosed find $1.50 to pay cost of Cooperative Industrial and Travel Accident Policy for one year. I understand the policy will be issued and mailed to my address within a few days. I am in sound mental and physical condition.

Name..... Age.....

Street..... Apt..... Phone.....

City..... R.F.D..... Box..... State.....

Occupation.....

NOTE: For additional policies for other members of the family use another coupon. Every member of the family living at the same address where paper is delivered, between the ages of 15 and 70, may secure for $1.50 each policy without taking an extra paper. Subscribers who are receiving The Post by mail may secure policy for $1.50.

Those living on R. F. D. routes who are not at present subscribers may after signing the yearly contract send in $1.50 for the policy, plus payment for one month's subscription. A bill will be forwarded each succeeding month payable in advance to this office.

NO DELAY IN OBTAINING POLICY
ALL POLICIES ISSUED
AND ALL CLAIMS SUPERVISED BY

The Washington Post

Protection for Post Readers

This policy is far broader in its coverage than any policy ever offered to the Washington public by any newspaper. The policy pays not only for loss of life, limbs and sight, but substantial weekly benefits.

This policy is available only to regular subscribers of The Washington Post. In case you are not at present a regular subscriber, fill out the blank and mail in at once. Regular subscribers need not take an extra paper to be eligible for the policy.

Weekly and Hospital Benefits

$10.00 Per Week

For loss of time by accidents in automobiles, buses, trains, street cars, fires, passenger elevators, &c.

$7.00 Per Week

For loss of time while walking or standing on highway and being struck by any moving conveyance or BY FARM MACHINERY, or while cranking an automobile, &c.

$5.00 Per Week

For any accident at work at home or at play, not covered by the $10.00 or $7.00 a week clause. The lowest amount paid under this new industrial policy for any accident is $5.00 a week after a 14-day waiting period. A NEWSPAPER POLICY THAT GIVES COMPLETE ACCIDENT PROTECTION.

$100.00

Emergency benefit to defray expenses in case of an accident while away from home.

Mail Rate Schedule

Maryland and Virginia
Daily and Sunday, 1 year, $10.00
Daily and Sunday, 1 month .85
All Other States
Daily and Sunday, 1 year, $12.00
Daily and Sunday, 1 month 1.00

Real Estate

The Washington Post.

Schools

R WASHINGTON: SUNDAY, JANUARY 27, 1929. 5

WARDMAN EXPECTS 1,500 HOTEL GUESTS

New 300-Room Addition at Park Soon to Be Ready for Patronage.

PLAN FOR INAUGURATION

Opening in the near future of the new 300-room addition to the Wardman Park Hotel will bring the total population of that house to 1,500 guests, and increase to 4,000 the hotel accommodation afforded by Wardman's principal Washington hotels, according to a statement made yesterday by Harry Wardman, on the eve of completion of the new structure.

Mr. Wardman believes that the wealthiest people are turning more and more to hotel life as a means of escape from the cares of large establishments. He holds servant troubles mainly responsible for this situation, and declares there are tremendous possibilities in the development of the residential hotel.

"One of the principal reasons for the construction of the new addition to the Wardman Park Hotel has been the demand for more large apartments than were available in the main building," he said. "An outstanding feature of the hotel situation in Washington is the large number of retired business men from other sections of the country, who have chosen Washington as a permanent home and prefer hotel residence to the cares of a private home."

"Standardized planning but individualized service and cordiality," is the way Wardman sums up his theory of successful hotel operation.

Best Hotel Administration.

"The American theories of big production and the older Continental idea of thoughtful catering to the individual guest are properly combined in the best modern hotel administration," he said yesterday. "This applies both to the hotel whose clientele is mainly residential and the hotel that caters principally to visitors to the city. The hotel, with many residents guests thrives best if it offers facilities that encourage social intercourse and the formation of pleasant friendships between families. Happy guests are permanent guests."

In pursuance of this policy the Wardman Park Hotel installed tennis courts, a children's playground and a swimming pool, while a small theater is also a part of the hotel picture. Special concerts are presented in the lobby, where bridge and billiard tables are also available for guests. In social life and diversions the permanent resident colony at Wardman Park may be said to constitute a complete entity.

Completion of the new addition to the Wardman Park Hotel will mean that this house will have an average population of 1,500 guests, it is estimated, while 1,600 more will be accommodated by the three other major Wardman hotels, the Carlton, the Hay-Adams and the Chastleton. The Annapolis, devoted more exclusively to the transient guests, will accommodate 600 more, thus bringing the total average of Wardman guests to around the 4,000 daily mark.

Crowd for Inauguration.

Lawrence Moore, manager of the Wardman Park Hotel, stated that all Wardman Park hotels were booked to capacity for the inauguration, with the problem of making more room figuring as the major question even though the completion of the new addition will somewhat relieve the situation.

The Wardman Park Hotel will be the headquarters for the Hoover Overseas Club with 500 members, made up of individuals who worked with Mr Hoover during the war in the American Relief Administration, the United States Grain Corporation, the A. R. A. European Children's Fund, the Belgian Relief Commission and the United States Equalization Board. President-elect Hoover will attend the banquet which this club will hold at the Wardman Park Hotel on the evening of March 3, the day preceding his inauguration.

Mr. Wardman pointed out that the same principles of cordiality and thought for the individual which apply to a hotel such as the Wardman Park can be applied equally well and profitably to hosteiries of a different type. Thus the aviation headquarters established at the Carlton some months ago, with reading, writing and sitting rooms available to the aeronautical fraternity, weather reports and the like, are estimated to have increased the hotel's patronage by 15 to 50 guests a day. Since the establishment of these headquarters last July 18 more than 3,000 aeronautical people have been guests the hotel secures 95 per cent of this at the Carlton and it is estimated that type of patronage.

New Offices Opened By M. & R. B. Warren

M. & R. B. Warren, realtors and builders, of this city, who formerly maintained offices at 6707 Wisconsin avenue, Chevy Chase, Md., yesterday announced their removal to new offices at 4606 Leland street, around the corner from their Wisconsin avenue headquarters.

ADVANCE SHOWING OF LIFETIME HOMES

Bet. Grant & Sherman Circles.

5 Sold Before Completion

$9,250

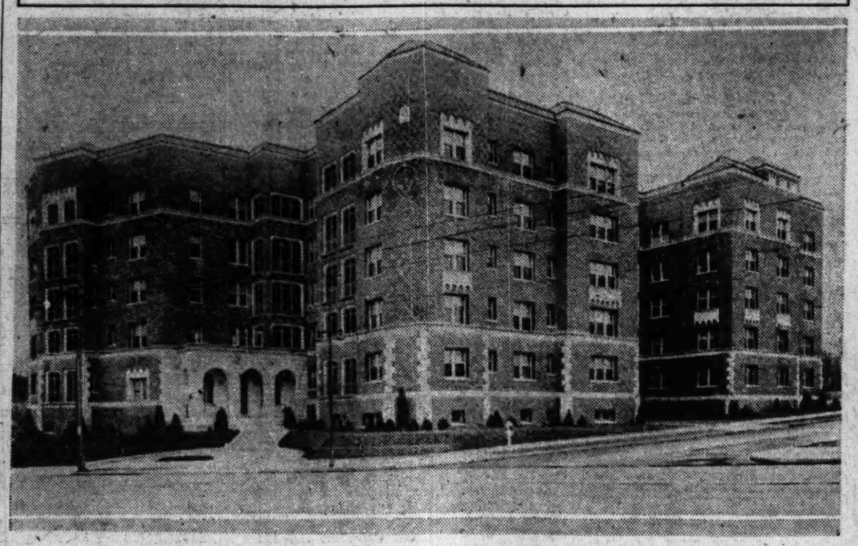
One of the finest new houses ever built in Petworth. A 20-ft.-wide house at an 18-ft. price. Colonial-type massive concrete front porch, brick cellar, six wonderful rooms and tiled bath, built-in tub and shower and automatic flush, hardwood floors throughout, natural wood trim on the first floor and two-tone ivory on the second floor. Each bedroom has a large wardrobe closet; wonderful clothes closet on first floor with plate glass mirror door; abundance of floor plugs conveniently located in every room. Downstairs wall paneled with the newest 1929 papers. Kitchen and bathroom enameled in a delicate cream tone; daylight kitchen with large one-piece sink, sanitary stove and specially built cabinet; breakfast and sleeping porches 10 feet deep and full width of house; space under back porch concreted; Hart & Kraus heating system, automatic hot-water heat, laundry trays, steel beams, and lavatory in the cellar, beautiful lot 142½ feet deep and an attractive slated-roof garage. Convenient to parochial and public schools and churches of all denominations; stores and transportation just two blocks away; commanding one of the highest elevations in Washington and overlooking the tops of thousands of houses. This is without a doubt the best buy ever offered in Washington since the war.

423 Allison St. N.W.

CAFRITZ

Owners and Builders of Communities.

PONCE DE LEON APARTMENTS SOLD TO BANKER



Washington Post Photo.

The Ponce de Leon apartments at 4514 Connecticut avenue northwest, sold last week to Peter A. Drury, sr., president of the Merchants Bank and Trust Co., for David L. Stern. The sale was one of the first negotiated by W. W. Drury, son of the bank president, who has just entered the Washington real estate field.

OVERBUILT TOWNS ARE SHOWN AS FEW

Dealers and Brokers in Real Estate Are Optimistic, Zander Reports.

Cities that may be classified as "overbuilt" are in the minority, but in practically every city there is an oversupply in some one class of property, Henry G. Zander, retiring president of the National Association of Real Estate Boards, declares in a statement prepared following a country-wide survey of the real estate situation.

"One can not talk with the leaders in the real estate business in practically every State in the Union without getting a composite picture of real estate conditions generally," he said. "Wherever I have gone I have tried to get the picture affecting property of all classes, from the 100 per cent business corner to the outlying residential districts and the adjacent farm properties. Everywhere among dealers and brokers generally, there was a spirit of optimism, the general statement being that business was quiet, but picking up."

President Zander said that in recent months he hears it repeatedly said: "We have buyers for business property on an investment basis. The trouble is and has been to find the property that can be bought that produces substantial returns without considering the element of prospective increase by reason of enhancement in value." Owners, he said generally feel that their holdings of business property are due for a substantial increase, and are willing to carry same on the basis of comparatively small return. The investor is unwilling to take this viewpoint. He demands a substantial immediate return with the added inducement of enhancement in value.

"The speculative buyer has been very much out of the market, and I am inclined to think he is out of the market to stay for some time to come," he continued. "There is plenty of capital available for real estate investment with an earning capacity as indicated above. The difficulty is to find the property.

"The mere statement that a piece of property is worth so much money, or is cheap at the price offered, no longer satisfies the average investor. He must be furnished satisfactory reasons for this conclusion. This means careful study, intelligent analysis and absolute truthfulness. It means having not only the facts concerning the specific piece of property offered, but of the adjoining property as well as other and similar property in the district and the corresponding district in other portions of the community.

"Real property is the foundation of most investments. Property values are sounder and more firmly established than they have ever been. This is due, to a large extent, to the educational and appraisal work carried on by real estate boards and the appraisal and selling courses sponsored by the National Association of Real Estate Boards."

"15 a Day"

A NEW IDEA

Every architect, realtor, builder, present and future home owner should consider an **Exercise Room** or **Health Room** in each home, hotel, apartment house, office building and club.

Regardless of all modern appliances used today for the general welfare of the public, no consideration is given to Health Equipment for proper and beneficial exercising.

An Exercise Room or Health Room will have a distinct appeal to all.

Health Equipment Co.

Chas. G. Graves, Mgr.

Lobby 15, Investment Bldg. 15th at K St. N.W.

Metro. 4269

Special display of electric and mechanical exercising equipment

Seven-Game Lead Held by Associates

Shannon & Luchs and Shapiro Teams Are Tied for Second Place.

The Associate team of the Realtors Bowling League have a seven-game lead over Shannon & Luchs and the Joseph Shapiro Co., who are tied for second place. Wardman No. 1 took two games from the Associates last Wednesday night, Boss & Phelps took two games from Hedges & Middleton, Sansbury took two games from Shannon & Luchs, the District Title Co. took two games from Wardman No. 2, Shapiro took two games from Cafritz, and the Columbia Title Co. took two games from McKeever & Goss.

High individual game and high individual set for the evening was rolled by Humphrey of the N. L. Sansbury Co. Team who scored 139 and 363 respectively.

High team game was rolled by Boss & Phelps with a score of 545 and high team set was rolled by the N. L. Sansbury Co. with a score of 1569.

The standing of the teams is as follows:

	Won	Lost
Associates	37	17
Shannon & Luchs	32	24
Joseph Shapiro Co.	30	24
Wardman No. 2	29	25
Wardman No. 1	29	25
District Title Co.	29	25
Hedges & Middleton	27	27
Boss & Phelps	27	27
N. L. Satisbury Co.	25	29
Columbia Title Co.	24	30
Cafritz Co.	31	23
McKeever & Goss	16	38

Skyscraper Building Specialized Industry

Skyscraper construction is today becoming a highly specialized industry, dealing with a commodity which is projected, produced and sold much like any other product in the competitive market, according to the Index, published by the New York Trust Co.

"This is particularly true of apartment houses; office buildings are still frequently built by a company which intends to occupy a large part of the space. Many skyscrapers, however, are conceived by a promoter—usually either a construction company or a real estate firm, who completes the structure on schedule, sells it at a profit and turns immediately to the site, financing, erection and sale of another and probably more elaborate structure."

BUILDING PROJECTS

Classification.	Number of Projects.	Valuation.
Commercial buildings	396	$27,937,000
Educational buildings	30	4,097,400
Hospitals and institutions	18	4,262,700
Industrial buildings	109	19,020,900
Public buildings	20	1,460,300
Public works and public utilities	137	17,178,400
Religious and memorial buildings	37	1,326,600
Residential buildings	1,580	28,679,400
Social and recreational buildings	28	1,591,200
Total	2,355	$105,553,900

Above is a detailed compilation of building contracts awarded in the 37 Eastern States during the week ended January 18. Compiled by F. W. Dodge Corporation.

LAFAYETTE SQUARE SELECTED BY BANK

International Institution Is to Move to Brookings Building.

Plans to remove the International Bank from its present quarters in the Southern Building to the recently completed building of the Brookings Institution at 16 Jackson place, on Friday of this week, were announced yesterday by John R. Waller, president of the bank.

Organized a decade ago, when headquarters first were established in the McLaughlin Building, the International Bank later moved to 807 Fifteenth street northwest, and now its continued growth has made necessary another change, President Waller stated.

Under a long-term lease negotiated with the Brookings Institution, the bank will take over the ground floor of the new structure, as well as the mezzanine. This, it was stated, will provide ample space for the recently established real estate exchange and insurance departments, under the supervision of A. L. Handy.

Near the White House.

The new office building which is to become the headquarters of the International Bank is unique in many respects, especially as to location. It faces Lafayette Square and is flanked by the White House, the Bureau of Internal Revenue, the Cosmos Club, the Veterans' Bureau, St. John's Church, the new Hay-Adams House and the Chamber of Commerce of the United States.

Placed midway on the west side of the square, the structure rises eight stories in height and has a commanding view to the west of the Virginia hills, to the south of the Potomac and to the east of downtown Washington and the Capitol.

The architect, Waddy B. Wood, has treated the narrow facade in monumental fashion. A high-arched entrance, flanked by broad piers, leads upward to the sixth floor, at which point there is a slight setback guarded by two stone griffins. From this story rise stone piers, terminating in a pediment at the roof line. The roof slopes back, gable fashion, to a finial of classic design, cast in solid bronze.

Each floor consists of two six-room suites of offices, one suite running west and the other east from the elevator lobby and stairway. Each suite terminates in a large room running the width of the building, and contains four windows and a mantel and open fireplace. The rooms are finished in gumwood with a rubbed surface, and all are equipped with the latest type of venetian blinds. The flooring is mastic durafiex, a resilient tan surface.

Presented to Institution.

The building was constructed according to the personal plans of Robert S. Brookings, who upon completion presented the structure to its present owner, the Brookings Institution, which is a nonprofit-making organization devoted to public service through research. It comprises the Institute of Economics, the Institute for Government Research, and the Robert Brookings Graduate School of Economics and Government.

Besides President John R. Waller, the official staff of the International Bank comprises Austin C. Waller, William L. Symons, A. A. M. Adair and J. R. Guthrie, vice presidents, and Thomas B. Lawler, secretary-treasurer.

LAND ENHANCEMENT LURES SPECULATION

Why Some People Buy Real Estate Is Explained to Y. M. C. A. Class.

APPRAISAL IS OUTLINED

Speculation has a far-reaching effect upon land values, Alfred H. Lawson, real estate officer of the Washington Loan & Trust Co., last week told the Y. M. C. A. class in real estate. Lured by the prospect of enhanced property values people commonly purchase land not from the standpoint of utility, but for the purpose of reselling at a profit.

The appraisal of real estate, he pointed out, is a specialized field, and as such it includes the estimating of the value of land, buildings, parts of buildings and leaseholds.

Mr. Lawson stated that opinions of real estate value have become marketable in the business world and as properties become more complex and their values harder to determine, the importance of the "offhand" appraiser diminishes. It is quite easy for one slightly familiar with real estate values, it was pointed out, to make a fair appraisal on a dwelling, but when the same person undertakes to appraise a valuable piece of downtown or commercial property, it is impossible because of lack of requisite skill and experience.

Determine Rental Value.

It was brought out that the occasions for appraising are numerous, chief among them being the sale or purchase of a piece of property which might depend upon an appraisal and which should be made upon the basis of the fair cash market values. In addition, Mr. Lawson stated, appraisals are made to determine rental value under a long term lease, property held for estates, determining rental for a department in a store in order to correctly charge such a department in its cost accounting; determining the assets for inheritance tax purposes; distribution of assets under wills; for income tax; establishing rates for public utilities; for taxation purposes, and for condemnation purposes.

It was explained by Mr. Lawson that the courts have held that the fair cash market value of a piece of real estate is the price which a seller who is willing and able, but not compelled to sell, will accept for his property from a purchaser who is willing and able but not compelled to buy.

Assumptions are Made.

It was further pointed out by Mr. Lawson that in appraising an income producing property that the appraiser must make the following assumptions: The remaining useful life of the present improvements or the length of time which should elapse before placing a new building on the site; the extent of the present net income; the selection of improvements which will represent the highest and best use of the property; the determination of the actual costs involved in changing the improvements; the assumed gross rental which will be produced and the total annual deductions in the form of operating expenses, taxes and depreciation which will be incurred in the operation of the new building. In the appraisal of residential property there are a number of elements to be considered, Mr. Lawson stated, prominent among them being natural advantages, civic advantages, the rate and state of the city's growth and the character of the community.

One of the best and surest ways to determine the value of eal estate, Mr. Lawson pointed out, is by comparison, usually called the method of "comparative value," which involves the principle of uniformity, by which is meant the established district is characterized by a basic or fundamental value. The uitilities of sites, it was brought out, are similar because the firms attracted to the district make similar requirements for sites, and these factors apply in determining the long-time value of all the lots.

Lumber Men Meet Here in April.

The National American Wholesale Lumber Association will hold its annual convention in Washington, April 10. Field engineers of the National Lumber Manufacturers' Association have been engaged to address or attend seventeen lumbermen's and builders' meetings and conventions between January 1 and the April date.

VIRGINIA TO BE TOLD OF REALTORS' ETHICS

Campaign of Publicity Is Arranged at Meeting in Country Club.

WILL ADMIT SALESMEN

A campaign of publicity, to acquaint the public with the significance of the realtors' code of ethics, was determined upon last week by the Alexandria, Arlington and Fairfax Real Estate Board, at a dinner meeting at the Washington Golf and Country Club.

The average person is apt to take for granted that the term "realtor" means any one operating under a real estate license, it was pointed out, and the board therefore decided to publish a special code of ethics pamphlet for the use of members, in which will be explained the meaning of the word "realtor" and the practice to which the realtor subscribes, with a list of members of the local board included to identify the northern Virginia membership.

Washington & Kane, of Alexandria, and C. W. Clever, of Clarendon, formerly sales manager of Lyon & Fitch, Inc., were admitted to membership.

Plans for the advertising of northern Virginia during the coming year were discussed in detail and Guy N. Church was appointed chairman of the committee to be formed for the purpose of initiating an enlarged program of northern Virginia publicity with the cooperation of the three chambers of commerce.

C. A. Keefer, executive director of the Northern Virginia Bureau, reported on the local and national advertising activities of the bureau for the year 1928 and outlined the plans for advertising activities in 1929.

A plan to admit salesmen to associate membership in the board was discussed and adopted. It was decided that associate membership applicants would be invited to attend the regular monthly meeting of the board to be held at the Washington Golf and Country Club February 1, 1929.

Chain Stores Insist On Full Information

Silver-tongued Salesmanship plays a small part in real estate business between brokers and chain store executives, Charles R. Sanford told members of the brokers division of the National Association of Real Estate Boards in his talk in Birmingham Wednesday, at the annual business meeting of the organization.

Mr. Sanford, who is in charge of the location problem for a large chain store business, went on to say that the chain store executive wanted inexhaustible information from the real estate broker, rather than salesmanship.

You'll Be Proud of Your Home in Glover Park

Exhibit Home
3848 Beecher Street N.W.

Open and lighted Daily until 9 P. M.

To reach property, go west one block from intersection of 37th St. and Wisconsin Ave. to Turlaw Rd. and turn left to Beecher St.

Price, $9,450
Easy Terms

Adjoining Massachusetts Ave. Heights

Ideal location. Six spacious rooms, tiled bath, screened porches and built-in garage. Equipped with every feature for comfort, including Frigidaire, open fireplace, cedar closets, hardwood floors and modern kitchen appliances. All you could ask for at a most practical price.

B. H. GRUVER, *Builder*
927 15th St. Main 2670

YOU CAN HAVE THIS HOME



AND not only can you have this home, but you can have it in Washington's finest residential park—Rock Creek Park Estates, truly a part of the Park. To select a site here for your home, one perfectly adapted to its architectural design, is easy. And we can show you how it is financially possible to follow site selection with actual acquirement and building. We build homes to your plans—design homes for you and relieve you of building burdens by supervision of work. We also have homes constructed, or planned for construction, that may be just what you seek. The wisely planned restrictions enforced here permanently safeguard the environment of Rock Creek Park Estates.

Every home approved by a jury of Architects

You Enter the Estates at 16th St. and Kalmia Rd.

Offices on Property, 1601 Kalmia Road
Telephone Main 5700 for an Inspection Appointment

EDSON W. BRIGGS CO.
Owners
ONE-THOUSAND-ONE FIFTEENTH STREET, AT K

FOR WASHINGTON'S SAME GIVE ONCE FOR ALL 57 COMMUNITY CHEST

Extraordinary Home Values
At an Amazingly Low Price

Adjacent to the New U. S. Govt. Glover Parkway

$9,550



Outstanding Features

Homes are of all-brick construction, have 6 big rooms, master tiled bath, 3 wide covered porches, Frigidaire, hardwood floors throughout, cedar closets, brick fireplace and many other refinements. Brick garages face wide paved alley—lot is unusually deep and front lawns are inclosed by brick retaining walls.

Exhibit Home
1922 38th Street
Inspect Sunday

To reach, go out Que or R St. to 35th, north on 35th to T St., and west on T to 38th St. Homes are open and lighted daily until 9 p. m.

At the Highest Point in Burleith

THIS, without reservation, is one of the greatest home values ever offered the people of Washington. The utmost in merits of construction—finest modern appointments and many advantages of location are here available at a cost that is remarkably low. From cellar to roof are nationally known materials of the highest grade, effecting a degree of comfort, beauty and durability that is surprising, and they face a wide newly paved street at the highest point in Burleith, with the rugged natural beauty of Glover Parkway forming permanent background. Though not fully completed, immediate inspection is urged in order to have the home of your choice.

Cooley Bros.
"BUILDERS OF BETTER HOMES"

Rm. 1003 Vermont Bldg. National 9240
Or Your Broker



The Charm of Old England

in this conveniently located modern residence

Convenient to Schools, Churches, Stores; and one-half square from Bus and Street Cars.

3813 Upton Street
Devonshire Downs

THIS development of unusual homes has met with such popularity that already plans are under way to build four more homes of the same type—of 8 rooms, 2 tiled baths (one has a shower), a floored attic, and special features—the kind you don't expect to find in a residence so reasonably priced. Electric Refrigeration, inviting large open fireplace, especially fine hardwood floors, metal weather stripping and slate roof. The garage opens on a paved alley and the large lot on which it stands is 38x150 and is beautifully planted with many shade trees and fine shrubbery.

OPEN TODAY FOR INSPECTION

SHANNON & LUCHS

Exclusive Agents

Every one knows and judges you by how and where you live

BURLEITH

—is accepted to be Washington's finest community of reasonably priced homes.

Near schools, churches and transportation facilities.

INSPECT THIS HOME WITHOUT FAIL TODAY OR SUNDAY

3603 R Street N.W.

COLONIAL Architecture—delightful surroundings, near Western High School.

This home contains 6 fine rooms—3 are bedrooms—a tiled bath—an open fireplace, double rear porches, a Colonial mantel, hardwood floors throughout and a large basement with laundry tubs.

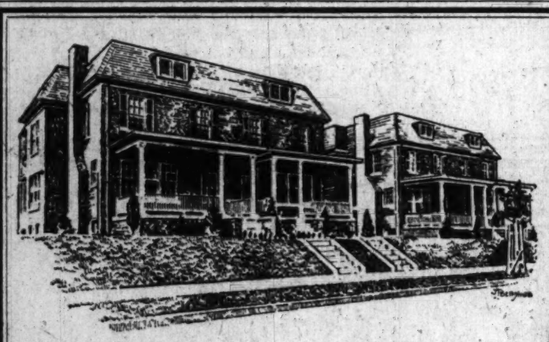
Completely equipped kitchen—hot-water heating system, automatic hot-water heater and beautifully designed interior woodwork and decoration complete this marvelous dwelling.

Of course, it is ideally located on an attractively landscaped lot. Attractively priced.

But One Remains

SHANNON & LUCHS INC.

Members of the Operative Builders' Ass'n of the D. C.



Your Ideal Home Awaits You in

Cleveland Park

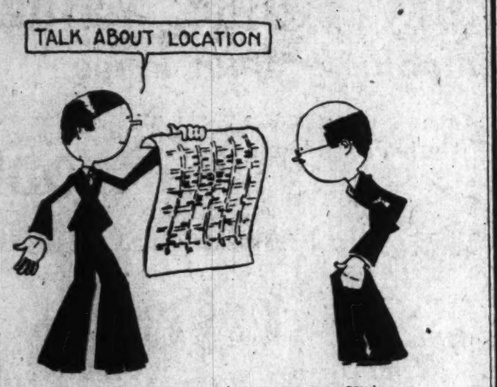
EXHIBIT HOME
4106 38th St.
Corner Upton St.
OPEN ALL DAY SUNDAY
Reached via Wisconsin Ave. to Van Ness or Upton streets, then east one square to 38th street.

THESE finely appointed all-new homes of solid brick construction offer one of the most outstanding values to be found in Washington. Each home, which is exceptionally wide and roomy, occupies a lot 33 feet wide, beautifully landscaped. Six spacious rooms with two complete tiled baths and large breakfast and sleeping porches make the interior charming.

Brick garages and many other features for comfort and convenience seldom found in homes of this character at the low price of

$13,500

Hedges & Middleton, Inc.
1412 Eye St. N. W. *Realtors* Franklin 9503



FOR AN IDEAL LOCATION WITH BEAUTIFUL SURROUNDINGS AND ALL IMPROVEMENTS—SEE

Woodley Park

CONVENIENT to downtown, yet "far from the maddening throng." Just two squares west of Connecticut Avenue at Cathedral Avenue. The Woodley Road Bus skirts it and street cars are but two blocks away. The convenience of the location is matched by the beauty of these homes. Inspect them *today*. Prices are moderate and terms reasonable.

Sample House 2927 28th St.

Open Every Night Until 9 P. M.

WARDMAN
1437 K St. N.W. Main 3830

HIGH MONEY CAUSES LET-UP IN BUILDING

Steady Decline Noted in Permits of 550 Cities Since July.

NO REVERSAL IS SEEN

The reports of continued gains in building activities throughout the country are not borne out by the actual facts is revealed in a national monthly building survey just made public by S. W Straus & Co. This survey includes official reports of building plans filed or permits issued in approximately 550 leading cities and towns in every State in the Union. The reports show that building generally has been on a steady decline since the end of July. Taken month by month, the percentages of loss as compared with the same month of the preceding year were as follows: August, 11 per cent; September, 10 per cent; October, 1 per cent; November, 17 per cent, and December, 11 per cent.

It is pointed out by the same authority that there is nothing in the situation to indicate the possibility of an immediate reversal of form. The primary cause of the let-up in building operations is ascribed to high money rates, although building has been proceeding at top speed for the last five years and a lull for a while is no more than might be expected, it is said.

The survey also brings out the fact that the best estimate of actual building operations for the entire country last year was $5,835,000,000, a loss of 3 per cent from 1927, 14 per cent from 1926 and 18 per cent from 1925 This estimate is based on the building permit records in the 550 centers. They include only new buildings and alterations and are not to be confused with the construction of highways, dams, subways and various other types of engineering jobs and public works.

It is apparent from the studies made by S. W. Straus & Co. that the decline now in progress is somewhat more pronounced in the smaller centers than in the large cities. In the group of 25 cities which last year led the Nation in building permits, the falling off from the preceding annual period was negligible, the figures being $1,276,291,635 for 1928 and $1,275,104,122 for 1927. In 1926 the same cities reported $1,546,658,993, last year's loss being 17 per cent.

The decline in New York City during the final third of the year was heavy. In December, building plans were $46,964,436 compared with $73,562,407 in 1927, and of $30,100,000 from Novemnumbers of $16,200,000 from November, 1927, and of $30,000,000 from November, 1926. October filings were over $10,000,000 below those of the preceding October and $70,000,000 below October, 1926. The September loss was $4,500,000 from the preceding year and $20,000,000 from 1926. While New York operations were of such magnitude during the first eight months of the year as to make possible a gain of $63,000,000 for the year, reports from other large cities of the country were less encouraging. Chicago's total for the year was $315,800,000, a loss from 1927 of $37,000,000 and of $51,000,000 from 1926. Detroit, with $129,260,285 last year, sustained a loss of $16,000,000 from 1927 and of $54,000,000 from 1926. Philadelphia's figures were $5,500,000 below 1927 and $28,000,000 below 1926. Los Angeles sustained a loss of $22,000,000 compared with both 1927 and 1926.

The total in the 25 leading cities in December was $153,193,733 compared with $174,275,873 last year, a loss of 12 per cent.

W. W. Drury Opens Real Estate Office

Another firm entered the Washington real estate field last week when W. W. Drury, son of Peter A. Drury, sr., president of the Merchants Bank & Trust Co., opened offices at 813 Fifteenth street northwest.

Among the first transactions negotiated through the new offices was the sale of the Ponce de Leon Apartments, at 4514 Connecticut avenue, to Peter A. Drury, sr., for David L. Stern.

Germany Mends Breach With French Shippers

Bremen, Jan. 26 (A.P.).—As evidence of the more friendly relations that have developed recently between France and Germany in their mutual shipping interests may be taken the announcement by the Roland Line of this city that direct regular freight services will be inaugurated from Bremen to the French ports of Dunkirk, Havre and Bordeaux in January.

Connections with other ports are also being opened up. Hitherto these services have been in the hands of foreign navigation companies.

BUILDING PERMITS

District Building Inspector John W. Oehmann yesterday issued the Tomlinson Realty Co. a permit to erect a five-story brick and concrete apartment building at 1439 Park road, at an estimated cost of $300,000. The structure will be 54 feet high and have a frontage of 70 feet on Park road.

Boss & Phelps were authorized to proceed with the construction of eleven three-story brick dwellings at 1600 to 1620 Forty-fourth street northwest. It was estimated that the project would cost $93,500.

The building inspector's office also issued a permit to the board of trustees of the Sixth Presbyterian Church to build a one-story brick and stone church at 5425 Sixteenth street northwest. It will cost $80,000.

Permits were issued to others as follows:

Metropolitan Club, to build new entrance with covered porch at 1700 H street northwest; cost, $1,000.

Mrs. Robert Lansing, to alter rear room of home at 1328 Sixteenth street northwest; cost, $2,000.

James H. Howard, to build one one-story frame dwelling at 5915 Clay street northeast; cost, $1,000.

W. C. & A. N. Miller, to erect one stone and frame two-story dwelling at 4831 Indian lane; cost, $22,500.

Continental Baking Co., to install motors totaling 117½ horsepower at Georgia avenue and Trumbull street northwest; cost, $2,000.

Mrs. Chauncey Depew, to inclose present left hatch at 2107 Q street northwest, for new elevator; cost, $3,000.

George L. Williams, to erect one two-story frame dwelling at 4512 Forty-ninth street northwest; cost, $7,000.

Allan J. McLaughlin, to erect block and stucco building at 2510 Upton street northwest; cost, $18,000.

A. E. Landvoigt, to erect two-story brick and tile dwelling at 4827 Thirtieth street northwest; cost $10,000.

Col. H. C. Kramer, to erect one two-story cinder block and brick dwelling at 3033 Ellicott street northwest; cost, $15,000.

Edwin Jacobson, to erect one two-story frame dwelling at 5414 Nebraska avenue; cost, $8,000.

Boss & Phelps, to build nine one-story concrete and tile private garages at 1602 to 1618 Forty-fourth street northwest; cost, $2,700.

Charles D. Sager, to erect one two-story brick dwelling at 2401 E street northeast; cost, $5,500.

Charles D. Sager, to erect six two-story brick dwellings at 2403 to 2413 E street northeast; cost, $30,000.

W. C. & A. N. Miller, to erect one three-story brick and stone dwelling at 4355 Klingle road; cost, $12,248.

Gottlot Winkler, to erect two-story brick dwelling at 1907 Sixteenth street southeast; cost, $12,687.

M. A. Rose, to repair existing frame dwelling at 1248 and 1250 U street southeast.

Thomas W. Sidwell, to erect one one-story frame gymnasium at 3825 Wisconsin avenue; cost, $10,000.

American Storage & Transfer Co., to install one electric freight elevator at 2601 Georgia avenue; cost, $3,000.

Champlain Investment Co., to rearrange partitions and make alterations and repairs to interior at 1763 Columbia road; cost, $5,000.

American Ice Co. to install motors totaling 155 horsepower at Fifteenth and E streets northeast; cost $1,000.

C. P. Grady, to erect two two-story brick and frame dwellings at 3806 and 3808 Twenty-second street northeast; cost, $9,000.

Walley Harrison, to build one one-story frame dwelling at 1091 Fiftieth street northeast.

Cooley Brothers, to erect seven brick private garages at 1926 to 1938 Thirty-eighth street northwest.

Harry J. Connor, to erect two two-story brick and tile dwellings at 1326 to 1330 Kalmia street; cost, $18,000.

L. E. Breuninger & Sons, to build one two-story brick dwelling at 1341 Hemlock street; cost, $10,000.

Smoot Sand & Gravel Corporation, to erect concrete storage bin at 3020 K street northwest; cost, $60,000.

George E. Pruett, to build one two-and-one-half story brick dwelling at 4515 Forty-ninth street northwest; cost, $7,500.

Sanitary Grocery Co., Inc., to build one one-story brick store at 826 Upshur street northwest; cost, $6,500.

M. Ehrhardt, to erect two one-story brick additions at 1726 Columbia road northwest; cost, $4,500.

Palace Laundry Realty Corporation, to install two boilers at 729 Ninth street northwest; cost, $4,000.

Graduation Held At Dunbar High

Valedictory Is Delivered by Ethel Jenkins; Teachers Hold Meetings.

The midyear graduating class of the Dunbar High School held its class exercises in the auditorium on Friday evening. The program follows: Salutatory, Thelma Wilson; prophecy, Alphonso Swann; will, Ollie Young; history, Lucille Daley; alphabet, Gertrude Pinkston; class song, Bessie Samuels; valedictory, Ethel Jenkins. Class officers were: Daisy Welch, president; Alphonso Lyons, vice president; Harvey Burrell, secretary; Thelma Wilson, treasurer.

Mrs. Elsie Alston Breeding, soprano, and James Edward Lee, tenor, were heard in joint recital at a student assembly on Wednesday morning. Both are Dunbar graduates.

"What Content Leads to the Attainment of the Objectives" was the subject of an address by Joseph B. Allen before the teachers of Latin, division 10-13, at their meeting on Monday. The teachers of algebra discussed "The Lesson Plan" on the same day. Benjamin Washington addressed the teachers on science on the topic, "The Function and Value of General Science in Secondary Schools," at their meeting which, also was held on Monday.

Mexico Applies Rules To Travelers by Air

Mexico City, Jan. 26 (A.P.).—Among measures being studied by the government committee on aeronautics is a project for several regulations obliging air travelers to comply with immigration and sanitary rules upon entering the country.

With a steady increase in air travel between the United States and Mexico the problem afforded by those who fly over the border without regard to these rules has become acute.

London's Rare Book And Art Sales Grow

London, Jan. 26 (A.P.)—England gasps at London's record season of art and book auctions, two months of big bidding, which sent most of the plums to the United States.

Nearly every sale in London sees new record prices paid for old masters, rare volumes and scraps of manuscript. During November and December $3,500,000 was spent for books and art at auctions.

Macfarland School To Debate Central

Hazing Called Poor Sportsmanship in Play Presented at School.

There will be an interschool debate in the music room of Central High School on Monday at 8 o'clock between the debating teams of Central High and Macfarland Junior High Schools. The subject is, "Resolved, That criminal cases in the United States should be tried by judges without jury." On the affirmative are Pete Hilder, Jeff Busby and Raymond Fowler, of Central with the negative represented by James Schick, Leon Helfgott and Ellicott Valentine, of Macfarland.

The Macfarland Girls' Glee Club and the Macfarland Orchestra gave a joint recital on Monday afternoon at the Home for the Blind in Georgetown. The entertainment was in charge of Mrs. Doty and Mr. Edwards.

The weekly assembly, held Wednesday, was opened with a burst of enthusiasm as the winning athletic drill platoon of boys was paraded before an admiring audience of fellow-students and honored with the award of the banner of school colors.

This was followed by a play, written by Jean West, student of the school, showing dramatically the undesirability and poor sportsmanship of hazing new comers entering the school. The Big Brother and Sister movement is going to be inaugurated this coming semester. A select group of older students, known as Big Brothers and Sisters, will each be assigned a new student, whom they will try to induct into the life of the school in a helpful manner. The play was followed by the regular montly musical program, led by Dr. Barnes, director of music in the public schools.

Medals Awarded At Business High

Scholarship and School Activities Are Recognized in Assembly.

At an assembly held in the auditorium of the Business High School on Wednesday awards were made to students in recognition of high scholastic records and special work in school activities. Mrs. Howard, representing the public libraries of the high seas, spoke on contributing books for sailors.

Medals were given to Myrtle Pigg and Helen Sorensen for business efficiency; Virginia Calvagno, Hattie McIlwee and Marie Miller for school betterment; Mary Bleicher, Lois Horsnell, Marion MacDonald and Doris Rizzo for literary efficiency; Evelyn White for music, and Margaret Weber for dramatics.

Margaret Bennett and Angela Myers were awarded letters for superior work on the rifle team.

Mr. Woodworth, football coach, recommended the following boys for certificates for their outstanding work on the football team: Jack Lewis, Edward Duryee, Jack Reichardt, Charles Rich Hugh Mahoney, Roland Hargett, Joseph Brown, Linwood Jones, Morris Denniberg, Fred Finley, Ivan Koontz, Louis Kengla, Albert Duryee, Sam Levy, Nathan Rosenberg, Robert Anderson Harry Hopkins.

Wednesday afternoon was calling day for the junior and senior cadets of Business High School. The boys were given the permission of the principal. Allan Davis, to visit their teachers of the junior high and graded schools from which they entered Business.

Dog Has Glass Eye.

Mason City, Iowa (A.P.).—"Attaboy," a Boston bull terrier owned by William E. Brice, has a glass eye. The dog lost its natural eye in a fight with an Airedale.

LAWRENCE TO SPEAK AT AMERICAN U.

Newspaper Man Will Open Second Semester With an Address in Chapel.

BAN PUT ON "EXCUSES"

David Lawrence, president of the United States Daily Publishing Corporation, will deliver the opening address of the second semester at American University Wednesday morning at chapel at Hurst Hall on the university campus. Mr. Lawrence's subject will be "The Trend of the Times." The chapel ceremony will start at 9 o'clock and will be open to the public.

The first classes after the end of the first semester will start, however, Tuesday morning at 8:15 o'clock, opening the second half of the scholastic year. The intersemester vacation consisted of Friday night to Tuesday morning.

Will Graduate in June.

While there will be no commencement proper at the midyear, eight students have completed their requirements for graduation and will return to the regular commencement exercises in June to receive their diplomas. These students, according to announcement by Dr. George B. Woods, dean of the college of liberal arts, are Marian Cross, of Greensboro, Md.; Roland Parrish, of Baltimore; Dorothy Moore, of Ridge, Md.; Marjorie Johns, of Chevy Chase, Md.; Helen Rober, of St. Marys, Pa.; Harriette Eaton, of Chevy Chase; James Sullivan, of Washington, and Mary Deffinbaugh, of Silver Spring, Md.

Dr. Lucius C. Clark, chancelor of American University, and Mrs. Clark have returned from an extended trip to Chattanooga, Tenn., and to Florida.

Dr. Woods gave a lecture Thursday before the educational division of the Twentieth Century Club at the Y. W. C. A. on "Joys and Tribulations of Making an Anthology."

No More Excuses.

In line with the policy of the college of liberal arts in strengthening scholastic requirements to raise still higher the standards of the school, a new system of required attendance upon classes has been put into effect, which virtually abolishes the excuse system for absences. Students now are granted no excuses for miscellaneous reasons. Enforced absence which may be occasioned by participation in school contests such as athletics, debates and other interscholastic affairs will be considered. But the system has been tightened up, and excessive absences from now on carry the penalty of a loss of credits.

Further details of the new plans for controlling all student affairs funds through a student comptroller, Edwin Kellbaugh, class of 1930, have been worked out, to go into effect February 1. The comptroller will receive from the bursar, Miss Sara H. Dow, proceeds of the student acivities fee, which each registered student pays at the beginning of each semester. He will allocate these funds to the credit of the various organizations. But in addition he will also receive all fees and dues belonging to student organizations and keep account of them. He will establish an office in the Battelle Memorial, and keep office hours from 1 to 2 o'clock daily.

The Men's Glee Club of the college will present their first public concert of the season at Mount Vernon Methodist Episcopal Church South, February 27. The soloists will be Ronald McLaughlin and Barrett Fuchs.

Devil Fish Bites Hole Out of an Inch Plank

Hamilton, Bermuda, Jan. 26 (A.P.).—A huge green moray or devil fish, being caught for the New York Aquarium, gave local fishermen a memorable battle.

It tore a piece out of an inch plank and the crew feared that it would shatter the side of the boat.

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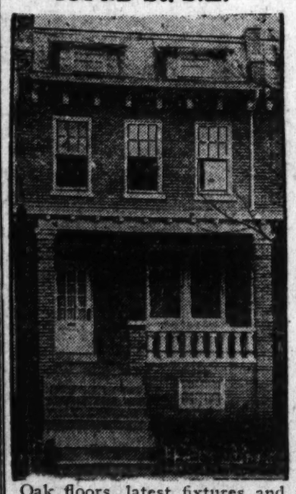
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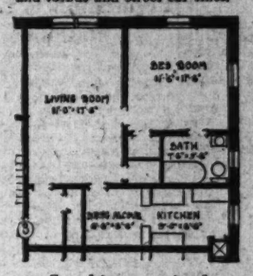
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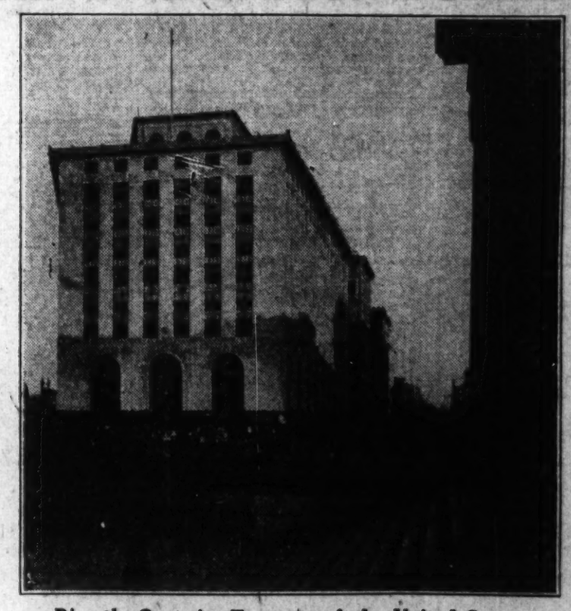
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MANY USES ARE GIVEN MODERN BASEMENT

Finds Favor as Den for Father or for Dancing Floor.

ALSO CHILD'S PLAYROOM

By LOUISE BARGLET.

Below are given some dozen different and practical uses to which the basement may be converted.

Whether or not a home is undergoing any extensive remodeling, a basement may always be rehabilitated.

If properly built a basement will be perfectly dry. If it is not dry and shows signs of dampness at certain times of the year it can in most instances be made into a dry place. It may need expert attention and the process may cost some money, but the rewards are more than proportionate to the expense.

Statisticians claim that the returns of the average home owner on his cellar investment, both from realty valuation and domestic convenience, are far too small. His expenses in building the basement have been high. Yet most basements are used only to harbor the boiler, the coal bin, the laundry apparatus and perhaps as storage for a lot of desultory articles.

Much Usable Space.

The space occupied by heating apparatus, laundry equipment and coal bin absorbs less than 50 per cent of the average basement. This leaves 50 per cent of usable space; space which costs real money at the present time and which should give due return on the financial investment.

Modern manufacturers are turning out machinery which is not only more efficient than ever before, but also much "easier" to look at.

Take the different pieces of machinery seen in the basement today; the washing machine, the ironer, the drier, the water heater, the laundry stove, the ice machine, and even the incinerator. They, none of them, are a "blot on the landscape," if one does not care to go to the expense of partitioning the recreation area from the service portions.

As for the gas or oil fired furnace, it is so neat and clean an apparatus that it seems a distant relative indeed to the old-fashioned heating apparatus of a decade ago. The coal-burning boilers have also undergone a transformation. They can be had now in brightly colored coats to harmonize with the colors in the floor or on the wall.

As for the walls, they may be as brightly painted as the floors. Or the floors may be covered with inexpensive rugs or with composition floorings, rubber tiling, linoleum, and so on.

As a Billiard Room.

As for the recreation area, suppose one use it for a billiard room. We usually think of a home belonging to the wealthy which possesses space where billiards may be played by young or old. Yet part of the basement may easily be used for this purpose.

Or a room for the man's very own, a dream of most masculine hearts A den, in itself, is no luxury. It is the "space" which is the luxury if one hasn't got it. But in the remodeled basement there it is, furnished with anything, from desk and chairs and an ash tray to book shelves, cabinet space, radio and phonograph.

Again, a music room and study for the younger family members, where they can practice and study in the daytime and entertain or read in the evenings.

Many boys and men adore a workshop. A bench, well equipped, with lighting fixtures, has a very definite place in many families where the masculine contingent has a mechanical bent.

Other families have a flair for gymnastic exercises and convert the basement into a gymnasium room. Below stairs it is a simple and safe matter to install heavy equipment.

For the Children.

As a playroom for children the basement can be a haven of joy; to the children who can have their treasures to themselves and play in more or less unrestricted fashion and to the parent who can straighten up in the morning and see things remain straight all day no matter how it may rain or snow outside or how many children may flock to the house to spend the day.

Often a mother fits up a small area for the very young child where she can watch him and work at the same time, for when all the laundry equipment is in the basement there are many hours to be spent there.

Some women employ the extra basement area for sewing purposes. One can go directly from sewing to one's work or meals above stairs, without having to stop and pick up.

For dancing in the evening this space is practical, fitted with a phonograph or radio. A table nearby perhaps for those who prefer cards; and one is ready for invited guests or unexpected guests. No worry about floors being damaged either or the house put to confusion.

Workshop or Study.

If a man's profession demands work at home the basement can mean more than a den; it can be a veritable workshop or study and space used which would cost considerable if one had to go out and "rent it."

Occasionally one finds a family which has fitted up a basement room entirely separate and complete. It has installed radiation in it and uses it for a bedroom for unexpected occasions. Or it may even be used as a maid's sitting room.

One suburban mistress, who always seems to have amazing "luck" in keeping a good maid, showed me such a sitting room when I went to her house not long ago. It was very simply furnished, pretty curtains at the window, and a fiber rug on the floor. An old phonograph, discarded from above stairs when a newer model was purchased, stood in one corner of the semi-partitioned room.

The rest of the spare space was apparently occupied by the children as a play room in the daytime.

"We decided to turn the basement space over to the children and the maid," my friend said. "I have no trouble this way keeping my children home during the day, and I notice my maid stays home many more evenings than formerly. So every one is satisfied."

Yes, the basement has a lot of usable space, if one only cares to take advantage of it.

CONVERTING BASEMENT INTO ATTRACTIVE ROOM



Here is how one family converted an otherwise unattractive basement into a pleasant room. A fireplace at one end adds a comfortable touch.

Population Is Seen Stationary by 2000

"With eminent statisticians today agreeing that by 2000 A. D. we will have a comparatively stationary population, much like the present population of China and with that period obviously only about 70 years distant, a time which some of our children will live to see, we face the problem of adjusting our land policies, as well as many other policies, to a slowly increasing population rather than a mushroom growth which, in the past, has covered up many a mistake in planning," declared Dr. George S. Wehrwein, of the University of Wisconsin, department of agricultural economics. He so stated in his address Thursday on "The Future of the Farm Land Realtor," before delegates assembled at the annual business meeting of the National Association of Real Estate Boards in Birmingham.

Realtor President To Tour by Plane

Culver Will Have Office in His Machine During Five Journeys.

Plans for five airplane tours of the United States and Canada, on which he will have contact with each of the 633 local real estate boards holding membership in the National Association of Real Estate Boards, were announced by Harry H. Culver, of Los Angeles and Culver City, Calif., whose inauguration as president of the National Association of Real Estate Boards took place at the annual meeting of the organization, final sessions of which were held in Birmingham Thursday. On one of the five tours visits to Mexico City will be included.

Culver states that he intends to give practically all of his time during the year to his duties as president of the association. In order to conserve time and make his air trips as efficiently as possible Culver has established an office in the plane which he has purchased for the tours. This will be the first association office on record ever to be conducted in the air.

The plane which Mr. Culver has bought especially for the association office is a Stinson-Detroiter, six-passenger, incloased monoplane, with a J-6 Wright whirlwind 320-horsepower engine. Its average speed is from 125 to 150 miles an hour. Mr. Culver, during the past year, has made four continental air flights in his own private airplane, which likewise carried office equipment. Lieut. James B. Dickson, who will be Mr. Culver's pilot on the five tours, was formerly an Army aviator. He received his training at Kelly and Langley Fields.

Six States Planning Realty License Laws

Legislation to provide for real estate license laws such as are already in force in 22 States, is expected to be introduced at the convening legislatures of a number of additional States, notably Kansas, Iowa, Rhode Island, Maryland, Connecticut and Indiana, according to data regarding the extension and administration of license laws, compiled by the National Association of Real Estate Boards. North Carolina, where a license law applying only to eight counties was passed in 1927, now has a plan before the convening State legislature to extend the law over the entire State.

In a number of States where license laws are already in effect, it is proposed to amend the existing laws with a view to their better administration. The Utah State Realty Association is urging the State legislature, now in session, to amend the existing license law, proposing that the administration be vested in a committee of three experienced real estate men, rather than in the State securities commission, now charged with administering the law.

Six Leading Brick Companies Combine

Consolidation of six leading companies in the fire brick and refractories manufacturing and selling fields, owning fifteen plants in Pennsylvania, Ohio, Kentucky and Missouri, into one organization, known as North American Refractories Co., was announced yesterday. The new company, which is organized under the laws of Delaware, will be the third largest of its kind in the United States.

The units to be acquired by North American Refractories Co., include Ashland Fire Brick Co., of Ashland, Ky.; Crescent Refractories Co., Curwensville, Pa.; Dover Fire Brick Co., Cleveland, Ohio; Elk Fire Brick Co., St. Marys, Pa.; the Furber Fire Brick Co., Furber, Mo., and Queen's Run Refractories Co., Inc., Lock Haven, Pa. All of the companies have been engaged in the fire brick and refractories business for some time, the oldest having been in operation for more than 75 years, and the youngest over 10. Capacity of the company's fifteen plants is estimated at 155,000,000 bricks a year.

BUDGETS ARE URGED FOR ALL ARCHITECTS

Waste of $8,000,000 Is Seen Annually in Orderliness of Business.

USE OF TIME IS A FACTOR

Prodigal of time and money, architects in the United States waste at least 10 per cent of the $80,000,000 earned annually by the profession through failure to apply sound business methods, according to Edwin Bergstrom, treasurer of the American Institute of Architects.

Discussing the architect's budget, he calls standardization of procedure and accounting of the business of architecture as very helpful to success.

"Orderliness in design," declares Mr. Bergstrom, "is axiomatic with the architect. Orderliness in his business and in his time is not so fixed a virtue.

Architecture is a very busy profession. Without doubt there enter into it more of business and detail of business administration than enter into any other profession. It is not a true profession in the sense that the other fine arts are professions.

Depends On Others.

"The musician, painter, and the sculptor create with their own hands their finished art, but the architect would make a sorry show if he should build his dreams. Of all professions, he alone must depend upon others to give form and substance to his art.

Architecture is further differentiated from the true professions. The architect creates his art to satisfy a definite need; the sculptor and painter to satisfy their own imaginations. There must be definite need for his creation before the architect can begin his work of art and simultaneously there must be furnished money, with and within which the architect must work.

"Architecture is a collaborative profession; a coordination of efforts to create a work of art to fulfill a definite need within a definite cost. The mind of the architect must interpret the need from another mind, apply it to his imagination, translate the concept to other minds and direct still other hands to give it form and substance and make it fulfill the need for which, and satisfy him for whom, it was created.

Business Now Complex.

"There are still a few architects who can practice architecture in its simplest terms, and how delightful that is! But a civilization so complicated as ours, so essentially urban in its thoughts, requires for its comfort, if not for its needs, so many material things that a superman could not be expected to have knowledge of them all.

"Yet the architect must know and coordinate all these material things and bring about a synchronized collaboration of the trades in order that each will be properly incorporated in his conception.

"With myriad responsibilities and duties, the architect must conduct a business, no matter how much he desires to suppress that idea. How he conducts it will be the gauge of his business standing.

"Generally he gives his time so freely to others that he has little of it left for the intensive study of his own business and its costs. He does not watch his production and other costs with the care that good business demands.

"He is prodigal of his time and wasteful of his money. Engaged in a business which is notable for its fluctuations and quick upsets in volume, the arcitect seldom is adequately prepared for reverses and prolonged periods of stagnation.

Works Hard for Staff.

"When business is good he must expand and build up an organization; overnight he is compelled to disband it and to economize. Fortunate if he can do this. How often we see the successful architect wearing himself out finding jobs to keep his organization going.

"He becomes a slave to it—and findhimself in the anomalous position of working to keep his draftsman busy and his over-head paid, with nothing left for himself but worry and strain and what fame that may come of a business success."

Mr. Bergstrom outlines the essentials of an architect's budget, which he describes as "a budget of his time and of his finances." Of all professional men, he asserts, the architect should be more concerned with costs. Usually, he points out, the architect is more familiar with building costs than he is with the costs of carrying on his profession and creating his art.

In the budget of his time, Mr. Bergstrom warns, the hour of constructive thinking is just as important to time as the cash reserve is to finance.

"Therefore," he tells the architect, "budget your time budget your finances, set aside your hour of thinking, your profits, your cash reserves. They are a guarantee of your success."

Present for Emperor.

Honolulu (A.P.).—Japanese residents of Hawaii are presenting Emperor Hirohito, of Japan, with a 24-foot Hawaiian canoe of Koa wood. The canoe will carry four persons.

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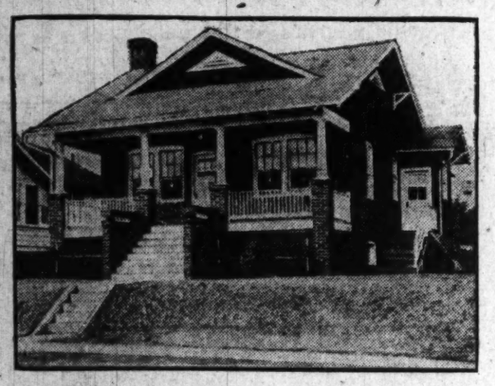
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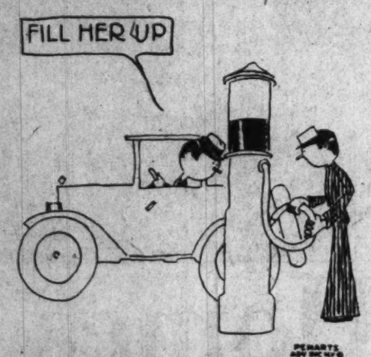
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SIGMA NU PHI PLANS CONVENTION IN CITY

Fraternity, Founded at National U. in 1903, Meets Here in March.

JUNIOR PROM SATURDAY

Sigma Nu Phi, founded at National University Law School in 1903 will hold its Twenty-sixth national convention in this city on Friday and Saturday, March 1 and 2.

Four local chapters—the Joseph H. Choate of National, the Charles E. Hughes of Georgetown, the Washington College of Law Chapter and the Washington Alumni Chapter will assist jointly in the entertainment of the delegates and guests. These chapters in the order named will be represented by Donald M. Brown, John B. Hussey and Lieut. Lowell. W. Bassett and the last delegate yet to be chosen.

Carlyle S. Baer, national grand master of the rolls is general chairman of the convention. Charles D. Hamel, formerly chairman of the board of personal tax appeals and a resident of this city is the present lord high chancellor of the fraternity and will preside at the convention.

Fourteen students and members of the faculty organized this fraternity at National, February 12, 1903. Since its organization chapters have been established in a number of the leading law schools and colleges so that today it numbers 20 active chapters.

Two red letter social events at National will be held the first week in February, and the junior prom Saturday night, and the annual senior smoker, the following Wednesday, February 6.

The Senior Smoker, considered by many as one of the most unusual events of the school year will be at the Arlington Hotel at 9 p. m. A special buffet supper will be served, music and regular entertainment will be introduced.

Five new members have been added to the rolls of Omicron Chapter of Kappa Beta Pi: Frances T. D. Foley, S. May Hodder, Addie A. Hughes, Helen E. Mooney and Mildred Sisler. Katherine F. Hammond, historian of the class of 1931, has completed the history of the class for publication in the annual year book, "The Docket."

The annual banquet of the National University Masonic Club will be held February 16 at the Raleigh Hotel. George Smith heads the committee in charge of the banquet.

Dr. Charles Pergler, dean of the National University School of Economics and Government, has been invited to address the Foreign Policy Association, of Boston, on the problem of the revision of the peace treaties. The invitation, transmitted through Dr. Manley O. Hudson, Bemis Professor of International Law at Harvard Law School, has been accepted, and Dr. Pergler will make his address at a luncheon of the association on Saturday, at the Copley Plaza.



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1343 Connecticut Ave. Potomac 4007

Catholic University to Give Another Lecture Course

Men Eminent in Many Fields to Be Heard by Public; Divinity Degrees Conferred; Mosaic From Pope; Economics Club Formed.

The Catholic University has arranged a second series of public lectures, to be given at the university during February and March. The lecturers are eminent and widely known authorities in their respective fields. All lectures will be delivered in the auditorium of McMahon Hall, beginning promptly at 8:15 on each date. The program is as follows: February 4, "The Crusaders in the Holy Land," by Prof. Dana C. Munro, Princeton University; February 11, "The Spirit of Spanish Literature," by Dean Henry G. Doyle, George Washington University; February 18, "George Washington the Man," by Dr. John G. Fitzpatrick, Library of Congress; February 25, "The Discovery of America and Its Influence on International Relations," by Dr. James Brown Scott, Carnegie Endowment for International Peace; March 11, "The Present Status of the Evolution Theory," by Dr. Cornelius J. Conneily, Catholic University of America; March 18, "A Naval Battle of the Day," by Rear Admiral Luke McNamee, U. S. N.

The last lecture of the first series is to be delivered tomorrow evening at 8:15 in McMahon Hall Auditorium by Dr. Charles Moore, of the Washington Fine Arts Commission. His topic will be 'Beautiful Washington."

John B. McAuliffe, athletic director, is absent from the university on a 10-day business trip through the New England States. Mr. McAuliffe will visit his home in Worcester, Mass., before returning to the university.

The feast of the conversion of St. Paul, patronal feast of the faculty of theology, was observed Friday at the Catholic University. Solemn high mass was sung at 9:30 a. m. in the National Shrine of the Immaculate Conception by the Rev. Dr. Arthur A. Vaschalde. The faculty and the members of the theological school were in attendance. Following the mass, baccalaureate degrees in sacred theology and canon law were conferred by the vice rector, Right Rev. Mgr. Edward A. Pace, D.D., on twenty candidates, who were presented by the dean of the School of Theology, the Very Rev. Frans J. Coeln.

Those who received the degree bachelor of sacred theology were: John Daniel Collins, Albany, N. Y.; John Dunne, Los Angeles, Cal.; John Michael McFadden, St. Columbans, Neb.; Lawrence Edward Scheu, Bruchsal, Germany; Edward Harold Smith, New York, N. Y.; Edward Joseph Sweeney, Brooklyn, N. Y.; Joseph Leo Tully, O. M. I., Boston, Mass. The degree bachelor of canon law was conferred upon Edward James Conran, Philadelphia, Pa.; John M. Costello, New York, N. Y.; Eugene Aloysius Dooley, of the Oblates of Mary Immaculate; John Dunne, Los Angeles, Cal.; Mark Ebner, St. Louis, Mo.; Xavier Fernandez, Camaguay, Cuba; William A. Ferry, Philadelphia, Pa.; Urban Adam Koval, Washington, D. C.; Michael Nicholas Kremer, St. Cloud, Minn.; John Patrick McEntire, Altoona, Pa.; William Henry O'Neill, Seattle, Wash.; Bonaventura M. Paulukas, Dominican College, Brookland, D. C.; and Albert Wagner, Lincoln, Neb.

Seven pledges of the Uptopian Club received the final degree and were initiated as Utopians at a meeting held recently in the clubrooms in the gymnasium. John J. Budds, supreme Utopian, made the address of welcome to the incoming men. They were: James Markey, Little Falls, N. Y.; Louis Gioffre, Port Chester, N. Y.; Matthew Mullaney, Cumberland, Md.; William D. Connor, New London, Conn.; Patrick Coyne, Pittsburgh, Pa.; Jeremiah Buckley, Bridgeport, Conn.; and John Blumette, Orange, N. J.

Cardinal Cerretti, recently paid a visit to the university bringing with him a message from Pope Pius XI to the effect that his holiness had in readiness for presentation to the National Shrine of the Immaculate Conception a splendid mosaic of Murillo's "La Purissima Bionda" version of the Immaculate Conception. The selection of this Immaculate Conception of Murillo, which is in the Prado Gallery at Madrid, was made personally by the Pope. The presentation of the mosaic is in fulfillment of a wish expressed by Benedict XV shortly before his death.

A new campus institution, "The Economics Club," has recently been formed, and a committee appointed from among its membership is busily engaged in drawing up a constitution. Joseph Bell, president pro tempore, announces that the first regular meeting will be held immediately after the holidays, and that a program for the remainder of the year will be mapped out at that time. The purpose of the club is to foster interest among the students in special branches and features of their work, and to bring to the university prominent men in the field to address the club members.

Graduates Entertained By Randall Council

The Randall High students' council tendered a reception to the graduating class Thursday, at which time the following program was rendered: Remarks, Irene Redmond; solo, William Dozier; response, Herman Baltimore; recitation, Mary Tyer; oriental dance, by the Health Club; playlet, by the council; recitation, Jennie Taylor; remarks, Mr. Wormsley, principal; "Alma Mater," by the school.

At the last assembly the faculty and students enjoyed the playlet, "Living Pictures of Modern Europe," presented by section 7A-3, under the supervision of Miss G. A. Dodson. The object of the playlet was to motivate the study of history. The school also heard the Boys Glee Club in two numbers.

He Likes Football.

Gainesville, Fla. (A.P.)—Sam Mixon is a football fan from the shoe soles up. He has bought tickets—50 in all—to every game on the University of Florida 1929 football schedule.

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WARDMAN MANAGEMENT

COLUMBUS U. LAW CATALOGUE ISSUED

Instructors Must Be in Active Practice, Announced as Policy of School.

FRESHMEN HOLD DANCE

The recently reorganized Columbus University School of Law has just issued a catalogue, now ready for distribution. The catalogue contains a foreword in which it is declared to be the policy of the administration to select and maintain a faculty actively engaged in the practice of the profession before the various branches of the government in Washington and before the various courts of the city. At present 90 per cent of the faculty is thus actively and solely engaged in the practice of law in Washington.

It is also announced that the tuition rates are to be maintained at their present low level in order to promote the fundamental object of the school which is to provide at reasonable cost a means of education to students who otherwise might find it difficult to earn a livelihood and at the same time pursue the study of law.

At the last session of the moot court, which is conducted by Judge Cayton, a divorce case involving the validity of a decree obtained by a deserting husband in a jurisdiction foreign to the matrimonial jurisdiction was heard.

Vice Dean Sefton Darr, who was a member of the Georgetown Law class of 1916, served as one of the judges for the semifinal debate held on last Wednesday evening.

Examinations in all subjects began at the university on Friday evening and will be continued throughout the coming week. The second semester begins on Tuesday and judging from present indications a large enrollment is expected at that time.

Last evening the Freshmen held their annual dance at the Carlton Hotel. Miss Monica Dwyer of the Stafford-Pemberton Dancers entertained with specialty dances and John Dwyer, of the Sacred Heart soloists, sang. The hall was decorated with flowers and plants and the school colors of crimson and gold.

The committee in charge consisted of Chairman D. J. Murphy, the Misses Helen Huhn, Ann Sullivan, Catherine Stafford and Messrs. John Holbrook, J Genoe, Frank Sullivan and C. Donovan. Patrons for the evening were, Mr. Charles W. Darr, State deputy of the Knights of Columbus; Mr. and Mrs. Sefton Darr, Mr. and Mrs. T. J. Fitzgerald, Mr. and Mrs. Robert E. Lynch, Mr. and Mrs. James Flynn and Mr. and Mrs. William Harris.

Korean Women Emerge From Ancient Shell

Seoul, Korea, Jan. 26 (A.P.).—Even in ultra-conservative Korea new employments are opening for women.

Here in the capital the municipal bus lines have recently replaced their male conductors by girls who, instead of voluminous, full-length white robe of the national costume, wear a short dark blue skirt and blouse of semi-military cut with visored caps. Older Koreans bewailed the degeneracy of the times.

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GEORGETOWN GLEE CLUB SINGS TONIGHT

First Appearance This Season Will Be Assisted by Collegians of University.

R. O. T. C. IN INAUGURAL

The Georgetown University Glee Club, assisted by the Collegians, will present its midwinter concert program this evening at 8:15 o'clock in Gaston Hall, the event marking the initial public appearance of the gleemen for this season.

Under the capable management of Henry Deane Benson, Hilltop senior, who is also leader of the R. O. T. C. Band, the glee club is said to be one of the best produced at Georgetown in recent years. It has a chorus of 48 voices, most of the members having had previous training with the club.

Tonight's concert will be an important social event at the college, for the glee club always attracts a large attendance of students and alumni, besides many of the young women from the Georgetown Visitation Convent and Trinity College. Prof. Edward P. Donovan, who has directed the glee clubs at Georgetown for a number of years, has arranged a widely varied program for the opening concert.

Arrangements for the concert were in the hands of Mr. Benson and Prof. P. X. Walsh, moderator of the glee club, who announced a list of patrons and patronesses, which included the following names: Dr. Frank E. Duehring, Senator David I. Walsh, of Massachusetts; Dean George E. Hamilton, of the law school; Dr. and Mrs. R. T. Holden, Mrs. Harry A. Bruce, Dr. George M. Kober, dean-emeritus of the medical school, Jesse C. Adkins, Mr. and Mrs. J. Eris Powell, Abdon V. Piskorski and C. E. McCullough.

Members of the Club.

The members of the glee club were announced as follows: Tenors, Gerald Berger, '31; Charles P. Chapman, jr., '31; Matthew N. Cheshire, jr., '31; Peter J. Collins, jr., '31; C. Robert Corcoran, '31; Leonard J. Gilhuly, '30; A. Paul Gagnon, '32; John C. Hayes, '31; Raymond A. Joyce, '31; Donald F. Sinnger, '31; Charles E. Lieberman, '31; Edward J. Luke, '31; Thomas A. McDevitt, '29; Charles E. McCaffery, jr., '30; Joseph J. Morrison, '31; J. Leo Owens, '31; George A. Payne, '32; Frederick B. Quirk, '32; John T. Reddan, '32; William A. Sullivan, '31; Frank J. Wenzler, '30, and Richard H. Wilson, '31.

The basses are Henry Deane Benson, '29; John B. Behan, '31; James C. Bernhardt, '31; A. Joseph Blommer, '31; Bernard J. Blommer, '30; Malcolm J. Brady, '29; Theodore W. Brehm, '30; William P. Cannon, '32; Samuel Coleman, '29; James A. Corbett, '29; Francis X. Degnen, '29; Frank J. Delaney, '31; Ernest L. Duhaime, '29; Charles Gleason, '29; John T. Hazard, '31; Richard K. Hungerford, '31; Albert W. Keller, '30; Peter J. Little, '31; Francis P. Larken, '31; William J. McLarney, '30; George A. Milne, '30; Joseph P. O'Reilly, '31; Austin A. Philbin, '30; John H. Porter, '31; Albert J. Thimpert, '31, and Frank Wolpert, '30.

Prof. Donovan will be heard in a piano solo and among the special glee club numbers on the program will be included the Gregorian Chant, "Veni Creator," which is admirably suited to a large chorus of male voices. While the program contains many new numbers, the club will be heard in several familiar songs which are traditional with Georgetown concerts. In many respects, the program is one of the best balanced in recent years.

Drilling for Inauguration.

Announcements that two R. O. T. C. infantry companies, including a band of 80 pieces, have been entered in the inaugural parade of March 4 has given an impetus to the cadet battalion at the Hilltop. Since the companies are to be selected by competition, each company commander is putting his men through severe paces these days. The competition exists also among the bandsmen, as there are about 45 pieces in the Hilltop band and the parade regulation will permit only 30 pieces to be entered.

Lieut. Col. Augustus F. Dannemiller, U. S. A., in command of the R. O. T. C. unit, has impressed upon the student officers the necessity of making a smart appearance on inauguration day, since many of the crack military units of the country, including R. O. T. C. commands, will feature the parade.

President-elect Hoover addressed the graduates of Georgetown at their commencement exercises four or five years ago, on which occasion the then president, the Rev. Charles W. Lyons, conferred upon him the honorary degree of doctor of laws.

Practically the entire faculty of Georgetown College attended the services for the late Rev. William J. Brooks, S. J., first assistant rector of St. Aloysius' Church, who died Monday at Georgetown University Hospital. The services were held Wednesday and Father Brooks' body was interred in the faculty cemetery at Georgetown.

Armstrong Shown Yale Chronicles

Peace Talk to Students Is Made by Interracial Official.

On Monday and Tuesday afternoon films to accompany the Yale Chronicles series in American history were presented, with lectures, as a review of the subject.

The presence of Mrs. Alice Dunbar-Nelson, an official of the Interracial Peace Commission, at the Wednesday assembly, accompanied by Mrs. Mary Church Terrell, honored as one of the 100 distinguished graduates of Oberlin College, was responded to by the students in choral music, led by Mr. Ernest Amos, and in glee club songs by the girls, directed by Miss Estelle E. Pinkney. "Peace" was the subject of Mrs. Nelson's talk.

Thursday afternoon, under the direction of Mrs. C. W. Strickland, Mrs. H. C. Garland and Mrs. M. C. Boyd, two Spanish playlets were presented by Helen Thigpen, Tayloria Dick, Rosa Plater, Samentha Sharper, Benjamin Brooks, Earl Douglass, Wilbur Wallace and Douglas Poulson.

Shaw's Old House Drawback as Residence

London, Jan. 26 (A.P.).—To live in Bernard Shaw's old flat in Adelphi Terrace is a source of inspiration for Michele Martinez, an Italian chemist, but there are disadvantages.

Men and women continually call at Shaw's old flat, believing the Irish sage still lives there, and try to make Martinez read their plays or listen to the story of their lives.

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BANQUET TO MARK LAW ANNIVERSARY

George C. Butts Will Address Guests of Washington College Saturday.

CLASSES PLAN STUNTS

Washington College of Law will celebrate its thirty-third anniversary Saturday evening with a banquet at the Willard Hotel. George C. Butte, special assistant to the Attorney General of the United States, will deliver the address. Mr. Butte is both nationally and internationally known. After graduating from the University of Texas and practicing law in Oklahoma for a few years he retired for travel and study abroad. When in Europe he studied at the University of Berlin, University of Heidelberg, where he became a J. U. D., and L Ecole de Droit, Paris. He served during the war as chief of foreign intelligence section of the general staff, United States Army. Later he became dean of the Law School of the University of Texas, and in 1925 was appointed attorney general of Porto Rico, later serving as acting governor of that place.

Other invited guests are the honorary dean, Ellen Spence Mussey; Dr. Edwin C. Dutton, president of the board of trustees; Judge and Mrs. Josiah A. Van Orsdel, Judge and Mrs. John C. Allen, Judge and Mrs. Walter I. McCoy, Mr. and Mrs. Edgar C. Snyder, Capt. and Mrs. Theodore Cogswell, Mr. and Mrs. Harmon Burns and Mr. and Mrs. Frank E. Cunningham.

Dean Mussey, with the guest of honor and board of trustees, will receive the guests at 6:30, and dinner will be at 7.

Many reservations have already been made, and Miss Katheryn Wood, chairman of the seating committee, advises that all reservations should be in Dean Riley's office by Wednesday. Students who desire to reserve plates for their friends may do so.

Col. R. M. Chesaldine, chairman of the music and floor committee, says class stunts and surprise entertainment features are being planned by groups from different classes. Dancing will complete the evening's program.

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Commercial National Bank Bldg. Commercial, Secretarial, Civil Service Courses 14TH AND G STS. NW. Main 4042.

DANIEL Studio of Singing

Edna Bishop Daniel, Director

Teacher of Voice

SPECIAL COURSE FOR 1929

Call in Afternoon at Studio

Apply in Person, or Write.

Quarterly Recital: 1340 N. Y. Ave. N.W.

THE WOODWARD SCHOOL

An Accredited Day School

FOR BOYS

New Classes Beginning February 4.

Sixth Grade through High School; conveniently located and unusually well equipped with light, airy classrooms, gymnasium, swimming pool, game rooms.

MEN INSTRUCTORS ONLY.

G. L. FARRAR, B. E., Headmaster, Y. M. C. A.

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Columbus University SCHOOL OF LAW

For Men and Women

Second Semester Begins January 28, 1929

CLASSES 6 TO 8 P. M.

REGISTRAR

1314 Massachusetts Ave.

Franklin 4696

National School Fine & Applied Art

FELIX MAHONY, Director

Interior Decoration, Costume Design Commercial Art, Poster, Color

Dynamic Symmetry

Professional, Cultural, Fundamental Courses, Personal Instruction Children's Saturday Morning Classes

Day and Night Classes

New Classes Begin Feb. 1st

Connecticut Avenue & M

NORTH 1114

Brush up on Languages THE BERLITZ WAY

Increase your knowledge of modern languages through our conversational method. Classes start continually. 50th year.

Free trial lesson

BERLITZ SCHOOL OF LANGUAGES

1115 Connecticut Avenue Tel. Decatur 3822

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FOR MEN and WOMEN

ACCOUNTING

B. C. S. Degree and Individual Courses

C. P. A. Instructors

SECRETARIAL AND COMMERCIAL

Gregg Typing — Speedwriting Bookkeeping — Business Letters Penmanship — English Arithmetic

HIGH SCHOOL and COLLEGE JOURNALISM, SHORT STORY

All Classes Begin Feb. 1

REGISTRAR

1314 Mass. Ave. Fr. 4696

For a quarter of a Century the Pace Courses in Accountancy—Taught in 35 Schools—Have Trained Thousands for the Callings of—



Auditor
Comptroller
Cost Accountant
Treasurer
Appraiser
Credit Manager
Tax Specialist
Public Accountant

"He that hath a calling hath an office of profit and honor."
—*Poor Richard.*

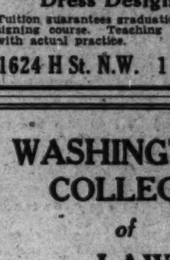
B. C. S. and M. C. S. Degrees. Prepares for C. P. A.

New 7:30 Class Opens Feb. 4; 5:30 Class, Feb. 18

Bulletin on Request.

BENJAMIN FRANKLIN UNIVERSITY

Main 8259 308 Transportation Bldg. 17th and H Sts.



Step INTO A BIG-PAY HOTEL JOB

Earn $2,500 to $10,000 a Year in America's 3rd Largest Industry!

BE A HOTEL HOSTESS

HOTELS, Clubs, Apartments, Institutions, Schools, Colleges, Tea Rooms, Restaurants, Cafeterias are daily calling for Lewis-trained men and women. Over 70,000 high-class positions paying $2,500 to $10,000 open annually in hotels alone!

READ

Joseph T. Freed, Philadelphia, Pa. —"Without the training of the Lewis Schools, I could never have secured the position of Assistant Superintendent of Service."

Edith Thompson —"Am Manager of a Chicago Apartment Hotel. My work with you enabled me to secure this fine position."

Julius M. Winslow —"Now Assistant Manager of a 12-story hotel in New York City. I knew nothing of hotel work until I began your course 6 months ago."

Mrs. Ida Hartman, Stamford, Conn. —"I am Housekeeper in the hospital where your Employment Bureau placed me, and am very pleased with my new home."

We Put You in Touch With Positions

Without cost. Let us show YOU how big pay, fascinating employment, quick promotion can be yours in the Greater Hotel Industry. Age is no obstacle and a common school education is all you need with the famous Lewis System of Training.

Previous Experience Unnecessary

Manage An Apartment Hotel

Amazing success and high salaries won by Lewis graduates everywhere can be YOURS this easy, new way. Free Books—"Your Big Opportunity"—"1000 Hotel Positions Open"—yours for the asking. Limited classes now forming—get details at once.

Write or Call

Lewis Hotel Training Schools

Pennsylvania Ave. at 23rd St.

Midwinter Classes Now Forming

Join now for easy, fascinating spare time training leading to big-pay positions. Employment service free of extra cost.

The Washington Post

CLASSIFIED ADVERTISING RATES

For Consecutive Insertions

	Cash	Charge
1 time.....	0.19	0.20 an agate line
3 times.....	0.18	0.19 an agate line
6 times.....	0.17	0.18 an agate line
7 times.....	0.17	0.19 an agate line

30 times, 16c per agate line, not less than 3 times per week.

90 times, 15c per agate line, not less than 5 times weekly.

Classified contract only for 1,000 lines—16c per agate line.

No advertisement accepted for less than three lines.

Cash receipts must be presented when requesting refund due to cancellation.

All ads restricted to their proper classification.

The Post reserves the right to edit and classify all advertisements, also the right to reject ads that it deems objectionable.

Notify The Post immediately if your ad is incorrect. Not responsible for errors after the first insertion.

The Post does everything within its power to censor the classified ads and keep them perfectly clean and honest, and would appreciate it if any reader will call its attention to any ad that they know to be misleading, fraudulent or misclassified.

CLOSING TIME FOR ADS

Is 9 p. m. for daily copy and 6 a. m. for Sunday copy.

Ads to appear in early 9 o'clock evening edition must be handed in before 12 o'clock noon.

TELEPHONE YOUR AD TO

MAIN 4205

And ask for "Classified Department."

An Accommodation Charge Account will be extended to those having a telephone listed in their own name. A bill will be mailed after the first insertion.

Discontinuance Orders must be made in writing. For protection of advertisers such orders can not be received by telephone.

LOST

BILLFOLDER—Black leather, on G st. cars; reward. Write Box 256, Washington Post.

BREASTPIN—Large, oval, variegated, amber-brown agate. Reward. Call North 5192-W.

BROOCH—Large; pearl and diamond; mounted in platinum; lost last week. Reward. E. F. Peters, 930 17th st. nw.

DIAMOND RING—Lady's, in vicinity of Conn. ave. and S st. Generous reward if returned to Mr. Upton, manager A. & P. Tea Co., at 1801 Conn. ave.

DOG—White English bull terrier; ears uncropped; few months old; brown spots on back; answers to name of Prince; on Thursday; reward. 2753 Bradyshire st. nw. Clev. 1228.

DOG—Large, dark brown collie, with white breast; answers to name of Lindy; very gentle. Reward if returned to 45 Ete pl. nw.

KEYS—In case, initialed E. L. D. Reward for return to E. L. Degener, The Embassy.

POCKETBOOK and billfold, with name; in downtown section. Liberal reward. Communicate with C. E. Ellis or W. F. Houghton, Southern Bldg., tel. M. 1501.

WATCH—Man's open faced, gold; monogrammed F. E. A. Purdue University fob. Reward. Phone Dr. Curtin, Cleve. 4491.

$25 REWARD

Wrist watch, gold, Illinois movement, monogram "A. S. T. S." on back; lost Dec. 29. 2248 Cathedral ave. nw. Col. 9610.

LIBERAL REWARD

Police dog, male; light tan; tag 12782; Phone Cleve. 6106.

$250 REWARD

for the return to Nichols Co., 626 Bond Bldg., of a diamond and crystal link bracelet, containing 4 diamond links, 6 crystal links and 12 short diamond links. Lost in Washington around January 11.

$50 REWARD.

for the return to Nichols Co., 626 Bond Bldg., of a white old cigarette case with diamond sunk engraved. To read "from Daisy, 1920." Lost in Washington around January 13.

GENEROUS REWARD.

Chesapeake Bay pup; about 7 months old; answers to name of "Whootsy;" reddish brown curly haired, small white spot on breast. Residence phone, Cleveland 1160 or Homer L. Kitt, 1330 G st.

PERSONALS

BRING your preferred photos and have good oil paintings on canvas finely done at half usual price. Artist, 1119 14th st nw.

EPILEPTICS—Will tell you how I was cured from dreadful malady; nothing to sell; write Flo Volpert, Dept. 106, Box 117, Little Rock, Ark.

EPILEPSY CURABLE—Detroit lady finds complete relief for husband. Specialists borne abroad failed; nothing to sell; all letters answered. Mrs. Geo. Dempster, Apt. 106, 5900 LaFayette Blvd., West, Detroit, Mich.

GRADUATE NURSE, companion for gentleman or lady; no objection to country or travel. Will accept small compensation. Box 213 Washington Post.

IF YOU ARE dissatisfied with your wardrobe and have no time to shop, telephone Columbia 2000, Apt. 660, for details of our shopping advice and service.

LEARN French in Parisian home; splendid meals; reasonable. 2017 O st. nw.; Potomac 458.

STOMACH ULCERS—Gastritis sufferers, get rid of your pain; quick relief guaranteed; no diet; valuable booklet sent free; Udga Medicine Co., 1799 Dakota Bldg., St. Paul, Minn.

SWIFT service; hand laundry; bachelors' buttons and tears taken care of; ladies' lingeries, laces, table linens a specialty; reasonable. 1722 13th. North 8367.

WHY enlarged toe joints or other foot troubles? Consult Foot Correction Laboratory, 812 F st. nw., Suite 108, ground floor.

MOTOR BUS TOURS

FLORIDA—Luxurious motor coaches every Sunday direct to Florida points; special rates; personally conducted. International Tours, 1431 Pa. ave. nw.; Met. 6314.

MOTOR TRAVEL

MIAMI $23; Tampa $21; Jax., $17; Carolina and Georgia points. Careful drivers. Cars wanted. Sterling Hotel, Main 8257.

INSTRUCTION

ANOTHER SAYS: "In your school 23 days, $25 saved. Another: Passed civil service stenographic examination, 3 months' night school." Another: "7 weeks' day school, now earning $1,800 year." Boyd graduates are placed in the best positions. Day classes now forming. Est. 9 yrs. Boyd's Accredited, 1336 G nw. M. 2328. Bt. 4

AUTO LESSONS — For permits, parking; cars furnished; reliable licensed instructor. Foster, 644 B st. sw.; Franklin 1809.

BE A RADIO EXPERT—Radio's big growth is making many fine jobs paying $60 to $200 a week; you can learn at home in spare time; big 64-page free book tells how and points out money-making opportunities. Write National Radio Institute, Dept. 9MLA, Washington, D. C.

EXCELLENT private school. Protestant; all grades, day nursery through high school; boarding; second semester begins Monday, Feb. 4. For full informations address 13 E. Lenox st., Chevy Chase, Md. Phone Wis. 2894.

EXPERT teacher of Spanish, French, Italian, English to foreigners; lessons at home, ladies; conver., literary. 1319 14th; M. 2175.

If you would like to become self-supporting we can help you. Begin a course in shorthand, typewriting, bookkeeping, letter writing, spelling, arithmetic and English. A 10-month course, day session, cost $100; evening session, $60. You would be pleased with the course, and never regret the preparation. WOOD'S SCHOOL, 311 East Capitol st.; Linc. 38.

LIMITED number of scholarships available to high-school graduates who enroll before February 4; special rates to advance students. Mount Pleasant School for Secretaries, Investment Bldg., 14th st. and Park rd.; Col. 3000.

MEN—Become fireman, brakeman, colored train or sleeping car porters; experience unnecessary; $150-$250 month; good roads. Write Inter. Ry., Dept. 30, Indianapolis, Ind.

MEN, WOMEN—Jobs for linotype operators; $50-$60 wkly.; short hours. Burton Linotype School, 930 F nw. Day and evening.

MEN become fireman, brakeman, colored train or sleeping car porters; experience unnecessary; $150-$260 month; good roads. Write Inter. Ry., Dept. 30, Indianapolis, Ind.

PIANO instruction; experienced teacher; Peabody graduate; lower lessons if desired at studio rates. Main 6312.

Private Lessons—Mathematics, sciences, languages; Cornell graduate; $1. Albert Jonas, 1406 Harvard st. nw., near 30th and P.

QUICK BARBER COURSE—Easy terms; day, night. City Barber Schools, 156 N. Gay st., Baltimore, Md.

RAILWAY POSTAL CLERKS — Commence $158 month; men, 18-35; steady work; sample coaching free. Address Box 43, Washington Post.

LEARN BARBER TRADE

Quick; best instructions; warm, steady inside work; big demand. Write Tri-City Barber School, 217 E. Baltimore st., Baltimore, Md.

Learn beauty culture at home, make big money as a beauty instructor; wonderful opportunity; earn while you learn; only system of teaching Parisian beauty culture by correspondence; will help open your own shop and school; send for free booklet. MME. CAUBET,

Parisian School of Beauty Culture, 1109 O st. nw. Potomac 2596.

INSTRUCTION

Beauty Culture

GENERAL COURSE, 10 SUBJECTS.

Expert instruction. Unlimited practical experience; easy terms. Day, evening classes. Enroll now. $50.00.

1325 N. H. ave. (2 doors south Dupont Circle) Burchell Bldg., 817 14th st. nw.

MEN AND WOMEN NEEDED IN HOTELS. Thousands of positions open in hotels, clubs, restaurants, schools, hospitals, etc. You can prepare for one of these big-pay positions in a few months. Liberal pay, quick promotion, fine living and luxurious surroundings are a few of the advantages awaiting the trained hotel executive. Registration in national employment bureau free of extra cost. Evening classes now forming. Classes limited; enroll early (school open 8:30 a. m. to 9 p. m. LEWIS HOTEL TRAINING SCHOOLS, Penna. ave., at 23d st.

CLAIRVOYANTS

LICENSED BY DISTRICT OF COLUMBIA.

World-Famous Astrologist

MME. CARLETTA

904 14th St. THREE DOORS FROM EYE ST.

LOOK FOR SIGN, 2D-FLOOR WINDOW.

Twenty-five years Washington's favorite psychologist, in a class distinctly alone. Tells you in plain but forcible language how to win the one you love, how to succeed in business, lawsuits, divorce, changes; settles lovers' quarrels, family troubles; succeeds even in the most difficult cases where others have failed. Positively guarantees success.

RIZPAH ELDON

Psycho-analysis. Tells you how to accomplish all your desires in life. 2721 14th nw.

MADAME DE LAINE

Always consult the best. Most gifted clairvoyant and psychic card reader; has no equal. 725 14TH ST. N.W.

HELP WANTED—FEMALE

EARN money selling ladies', children's dresses direct from factory; excellent quality. Prices lower than stores; beautiful portfolio free. No investment, write today. Belmar Dress, 44 East 32d st., New York.

FREE dresses, hosiery, lingerie and $35 weekly for your spare hours; amazing profit plans guarantee your success; selling equipment furnished without charge. Shaughnessy Knitting Co., 220 Shaughnessy st., Waterloo, N. Y.

NEW invention prevents shoulder straps slipping; earn $60 up weekly; selling experience unnecessary; women adore this amazing comfort chain. Write for particulars and free offer. Lingerie "Y" Co., North Windham, Conn.

RESPONSIBLE WOMEN wanted to introduce the most satisfactory sanitary necessity ever presented; every woman welcomes it; steady and constant business quickly established; no capital or experience necessary; good commissions, splendid income; we deliver and collect. Write Prudentia Mills, Inc., 119 West 41st st., New York City.

SALESLADIES—Experienced and beginners, for house-to-house selling; salary and commission; opportunity to earn $40 to $50 weekly. Apply Sunday, 10 a. m. See Mr. Goldstein, 410 Bond bldg.

STUDENT or part-time worker, white; wanted to get dinner, &c., for young couple. Phone Cleve. 3105 or write 2844 Wis. ave. nw., Apt. 23.

WAITRESS—Colored; neat and experienced. Apply James Family Dining Room, 1914 13th st. nw.

WOMAN—Refined, open-minded, for 100 days of work outside city. Splendid opportunity for development in educational and executive work. Box 102, Wash. Post.

WOMAN WANTED for traveling position. Open February 5; not married, entirely unincumbered, with high school education, between 25 and 40; salary, bonus and transportation; give age, education, experience. F. R. Compton Co., 1002 N. Dearborn, Chicago.

HELP WANTED—MALE

AGENTS—Earn $30 to $75 weekly selling "Homeland" suits to measure; 14 to 85 deposit is agent's commission plus bonus; no exp. necessary, as we train you. Free sample case. Customers are fitted locally before they pay. Homeland Tailoring Co., 204-6 Md. Bldg., 1410 H st.

AUTOMOBILE—Armature experienced man only. Carty 1608 14th st. nw.

DISTRIBUTOR for 300-mile $2 "Pocket Radio." "Sells itself with music." Pays 100%. Write Box 458, Akron, Ohio.

EXCEPTIONAL salary and all expenses will be paid several men who own large closed cars in good condition; must be a good moral character and furnish unquestionable references; will require leaving city for a few days at time. Reply by letter only. Box 217, Washington Post.

MEN with ordinary selling ability can make from $6 to $12 a day; every automobile owner needs oil; you can sell them at a big saving; repeat orders are yours; drawing account if qualified. See Manager, Cyclone Oil Corp., 1-12 Delaware ave. and E st. nw., 3 squares from Capitol.

MEN make $90 weekly placing patented product in stores; no selling; collect when goods are sold. Write for free sample. Easton Factory, Florin, Pa.

MEN—We have openings for 2 married men who are looking for permanent work with opportunity for advancements; average earnings over $1 per hour to start; grocery store experience an asset. 315 Dist. Nat'l Bk.

MESSENGER AND MAIL CLERK—Slight knowledge of typewriting; previous experience not necessary. Box 206, Washington Post.

PAINT SALESMAN

A national paint and varnish manufacturer requires a salesman familiar with Baltimore and Washington markets. Only experienced men with highest references will be considered. Submit full details in application. All replies will be held strictly confidential. Address Box 33R, 1235 Knickerbocker—West 42d Bldg., New York City.

SALESMEN—Experienced with following for staple and novelty ladies' undergarments. Marlboro Co., 7 West 30th, New York.

SALESMAN for bond house; college graduate preferred; salary and commission. Our employees notified; for interview address Box 77, Washington Post.

SALESMEN — Advertising inaugural program; quick money; 25% commission. Johnston, 808 Hill Bldg., Monday morning.

WANTED—Men, of neat appearance, to sell goods on trains; blue suits and small cash security required. Apply The Union News Co., Employment Office, east basement, Union Station.

WANTED—Five boys, between the ages of 12 and 16, to carry morning newspaper route in Northeast section; monthly salary. Phone Mr. Broadfoot, Linc. 584, for appointment.

$50 WEEKLY—Men wanted to demonstrate and take 10 orders daily direct from motorists. Amazing Magnetic Trouble Light. Sticks anywhere! More orders, bigger pay. Write for demonstrator and particulars. Magno Co., 6 Beacon st., Boston, Mass.

MEN—An unusual opportunity awaits 5 neat-appearing young men, under 30, who can be bonded; guaranteed salary while in training. 10 to 2, tomorrow, see Mr. Christopher.

POTOMAC ELECTRIC APPLIANCE CO., 14th and C sts. nw.

SALESMAN

We want a man between 35 and 50 who has been successful selling high-grade specialties to business men; capable of earning at least $3,000 yearly. Position permanent. Excellent future. Every customer repeats. If you are willing to succeed, see our manager, Suite 506, Woodward Bldg.

COOK

White or colored, good on soups, vegetables, meats, for high-class successful tea house. Must be neat, quick and reliable, capable of carrying through lunch and dinner menus. Replies confidential. Good position and pay to right party. Box 212, Washington Post.

RELIABLE MEN WITH IDENTIFICATION CARDS CAN MAKE BIG MONEY APPLY MR. RYAN

BLACK & WHITE AND YELLOW CAB CO., 1240 24TH ST. N.W.

BRANCH MANAGERS

The largest company of its kind in the world is now opening the United States territory. The product is the only one of its kind in the world, being a device for the elimination of disease sources.

Positions are now available paying salaries $50 to $150 per week.

The training period is brief and a liberal bonus and commission is paid while training.

Requirements are good appearance, pleasing personality, ambition, and the desire to succeed.

SEE MR. JENKINSON Room 201 1010 Vermont Ave. Between 10 and 12 Monday

HELP WANTED—MALE

MEN with automobile sales ability can make a real connection with a substantial firm selling one of General Motors' leading lines. Two new models just announced with price range from $875 to $1,600. Call sales manager, Decatur 5517, between 9 a.m. and 5 p.m. for appointment.

AGENTS AND SOLICITORS

AGENTS—New-style table cloth; no laundering; wonderful seller; samples free; no capital or experience needed. Midas Corporation, 564 Broadway, New York.

AGENTS—$50 weekly selling shirts; no capital or experience needed; commissions in advance; samples free. Madison Factories, 562 Broadway, New York.

AGENTS—Get vanilla extract at 1 cent a bottle, also new Black Walnut flavor. Adams Foods, Harvey, Ill.

AGENTS—Money-making marvels; that's what you'll say when you see Boston rubber fabric door mats; they are new in design, material and construction; they outlook, outwear and outsell all other types of mats; standard sizes sell to practically every home; special sizes for hotels, clubs, theaters, business buildings; big cash profits. Write today for details. Boston Rubber Mat Co., Dept. E, 332 A street, Boston, Mass.

AMAZING new glass cleaner; offers you $15 profit a day; cleans windows, windshields, show cases, &c., without soap or chamois; no muss; easily demonstrated; housewives, motorists, garages, stores, institutions buy on sight. Write for special introductory offer. Jiffy Glass Cleaner Co., 4003 Monmouth, Cincinnati, Ohio.

ASTOUNDING new discovery, noncompetitive; lightens skin 7 to 10 shades; enormous demand among dark-skinned persons; all races; $60-$100 weekly; exclusive sales rights free. Utopia Co., 1603 Michigan, Chicago.

NO SELLING—Pays $22 daily placing boxed "Neverun" on store counters; big demand; estab. steady income. Neverun Corp., 185 N. Wabash Dept. Chicago.

SELLING Rosecliff Shirts and Ties gives you a home or fine car besides a steady income. Your shirts free. Full cooperation and backing. Outfit free. Write Dept. 127, Rosecliff Shirts, 1237 Broadway, New York.

SENSATIONAL new invention pays $87.50 weekly; patented home filter for fruit juices, beverages; removes all sediment, pulp, fibers; not a strainer; filters gallon every 4 minutes; perfect results; simple, practical, low priced; guaranteed; unlike biases. Write quick for free demonstrator and territory offer. Home Filter Co., 26 Central ave., Battle City, Mich.

AGENTS.

The biggest and most secure money is made with a positive reorder product. We have proved that our Sani-Kleen Waterless Cleanser and Crystals are reordered by 90% of all purchasers. Experience unnecessary. Greatest sales plan known to selling. Success assured. Millburn Chemical Co., Millburn, N. J.

SALESMEN WANTED

AMERICA'S greatest tailoring line free; 175 big samples; guaranteed pure virgin wool; tailored to order at sensational low price; big commissions daily; also cash bonus. Get outfit at once. Address Dept. 77, Goodwear, 844 Adams, Chicago.

BANG-UP good new sideline! Sells everywhere, all merchants, banks, mfgrs.; big comms. advanced daily. Pocket outfit free. Carroll, 319 N. Albany, Dept. 154, Chicago.

LET'S LEGAL—New and aplenty different! "Gypsy." Its whirling wheels fascinate everybody; merchants buy quick; clean up $100-$150 weekly. Cigar Stores, Peoria, Ill.

PUNCHBOARD salesmen; $200 weekly; merchants invest nothing; full commission repeats; new catalog. M&L Sales, 305 W. Adams, Chicago.

SALESMAN to represent million dollar manufacturer; no cash required; big sample outfit free; sell paints, varnishes and roofing with money-back guarantee; introduce to user on long, easy terms; earn big commission easy; permanent position; exclusive territory. Adams Paint Co., Dept. K-3, Cleveland, Ohio.

SALESMAN—Big money; new merchants' trade stimulator brings $7 commission, advanced each $23.50 sale; unique sales plan assures amazingly quick sales. Manager, 1614 Masonic Hall, 71 W. 23d, New York.

SALESMEN—If you can sell doctors a system service that costs them only $1 a month; 4 orders a day will pay you $100 a week; commission; permanent; exclusive, protected territory; continuous repeat business each year. This proposition is in its 39th successful year; thousands of satisfied customers; you must have clean record and two business refs. J. B. Lippincotte, P. O. Box 1579, Philadelphia, Pa. Since 1792.

SPECIALTY salesman, full or part time; commission; folding electric stove; quick sales, real money maker; high grade merchandise for high grade dealers, department stores. Foldex Electric Heater Co., Detroit, Mich.

STOP! Amazing new patented vending machine pays merchants 1,600 per cent; sensational demonstration! $50 day easy! Just starting! Write quick! Acme, 37 W. Van Buren, Chicago.

AGENTS OR SALESMEN

Add $25 to your weekly income. Take orders for individually tailored pants; special spring outfit ready. Naso Pants Co., 7 Naso Bldg., Cincinnati.

CLOTHING SALESMEN

Sell a line that repeats and eliminates middleman's profits; that guarantees 100% satisfaction or money back; that gives local fitting and try-on service; that will spend over $20,000 in national adv. during Feb. and March; that will directly benefit salesmen by furnishing leads and pays 14 to 18 commission each order. For particulars see W. H. Whiteside, 204 Md. Bldg., 1410 H st.

SITUATIONS—MALE

GENTLEMAN with city-wide acquaintanceship with business and professional leaders, experienced editor, convincing public speaker, notably successful in securing favorable action by Congress in meritorious cases, now holding office of dignity and importance, seeks connection where such qualifications can be utilized. Box 214, Washington Post.

SITUATIONS—FEMALE

COMPANION—Young lady (26), with teaching, nursing and sanatorium experience; desires position as companion to a tuberculous person. Box 85, Washington Post.

CULTURED, middle-aged gentlewoman (Protestant) wishes position as companion-housekeeper-governess in refined household; piano, languages; best of references. Box 181, Washington Post.

CULTURED, middle-aged gentlewoman (Catholic) wishes position as companion, managing housekeeper, in refined household or school-cafeteria; economical, efficient, reliable; excellent references. Address Box 180, Washington Post.

SECRETARIAL position in almost every capacity including stenography and typing; by young lady of large and varied experience, college, legal, &c., graduate; accomplished, amiable, active, efficient; good personality, tactful, refined. Address Box 87, Washington Post.

WOMAN wants evening work or day's work. Call Lin. 8432-J.

YOUNG LADY with 6 years' experience as stenographer-secretary, wishes steady position with reliable firm; steady and willing worker; best references furnished. Box 215, Washington Post.

EMPLOYMENT AGENCIES

COLORED cooks, g. h. ws., $60; maids, waitress, part-time and day workers; girl, leave city; personal maid. 1937 H st., N. 9348.

MEN—Mechanics, clerks, others, for South American oil fields, mines, railroads; big wages, transportation paid, by American employers; details 2c stamp. Southern Cross, 2052 West Davison, Detroit, Mich.

MEN WANTED—We pay your railroad fare to Nashville; let us train you to be an expert automobile mechanic and get a good job for you. The cost to you is small; no degree taken. For free booklet write Nashville Auto School, Dept. 154, Nashville, Tenn.

WANTED—Young man and woman stenographers and bookkeepers; if you are a former Strayer student or graduate and are unemployed or are employed and are not satisfied with your position, get in touch with us at once; the demands for office employes are unusually brisk, and it will be our pleasure to serve you. Only Strayer students need apply. See the employment secretary, Strayer College, 721 13th st. nw.

POSITIONS Need 25 daily., Stenogs., typist, bookkeepers, salesmen. FREE regis. Boyd's, 1336 G. M. 2328

SECRETARY-STENOGRAPHER, male, exp. in handling correspondence, neat, 25 to 30 yrs. old, good education, $25.00 to $30.00 wk. perm. with salary.

Stenographer, male, exp., 20 to 28 yrs. old, rapid adv., $20.00 to $25.00 wk., perm. with mfgrs.

We lack an adequate number of applicants for these positions. If you think you are qualified and are willing to work for the salaries mentioned, we can place you promptly. There is no charge of any kind unless you are placed satisfactorily.

WASHINGTON EMPLOYMENT EXCHANGE Operated for the public by The Washington School for Secretaries. M. 2480. 14th & F N.W. 214 Nat. Press Bldg.

AUTOMOBILES FOR SALE

BUICK—1927 master sedan; motor, paint and tires in best of condition; $795; terms and trade. Fred N. Windridge, "Buick Dealer," Rosslyn, Va. Clarendon 1860.

BUICK, 1928, sedan, 7-pass.; A1 and a bargain for some one; guaranteed; your car in trade; easy terms. The Washington Cadillac Co., 1136 Conn. ave.; Decatur 3901.

AUTOMOBILES FOR SALE

REPOSSESSED CARS

1928 Chrysler 52 De Luxe Sedan	$475
1930 Plymouth Roadster	295
1929 De Soto Roadster, 6 wire wheels	475
1929 Plymouth Sedan	350
1925 Hudson Brougham (good)	250

TORREY MOTOR CO.

2169 L St. Open Sunday. West 61.

Packard Packard Buyers

As authorized dealers we will be glad to give any Packard you think of buying a careful inspection so that you may have correct information regarding that particular car. We want every Packard owner to be a satisfied owner.

PACKARD

1700 Kalorama Road

AUTOMOBILES FOR SALE

FAIGE, model 6-65; four-door sedan; party leaving town; must sell. 518 10th st. ne.

FEERLESS, 1926, "6" sedan, 7 pass.; excellent in every way and priced under $500; you car in trade. The Washington Cadillac Co., 1136 Conn. ave.; Decatur 3901.

STUDEBAKER President, 1927, sedan, 7 pass.; as fine in every way and offered at a most attractive price; your car in trade; easy terms. The Wash. Cadillac Co., 1136 Conn. ave.; Decatur 3901.

HAWKINS DEPENDABLE USED CARS

1928 Chevrolet Coach	$475
1927 Chevrolet Coupe	375
1927 Chevrolet Landau Sedan	400
1927 Hudson Coach	450
1927 Chrysler Coach	625
1927 Nash 4-door Sedan	475
1924 Nash Touring	150
1926 Ford Roadster	150
1926 Jewett Coach	250
1926 Buick Master Coach	475
1926 Chrysler Roadster	750
1927 Nash Roadster	650
1923 Essex 4 Sedan	150

HAWKINS NASH

1333-1529 14th St. N.W.

CHRYSLER

USED CAR DEPARTMENT

98c DURING OUR 98c

6-DAY REDUCTION SALE

To acquaint the public with our better class of used cars we are going to sell two (2) cars for 98 cents each.

These cars are to remain on our showroom floors during 6-day sale.

WE HAVE REDUCED

The prices on all of our stock for this sale and you will find some of the greatest values ever offered the public.

SALE STARTS AT 10 A. M. SUNDAY. NO TRICKS AND NO CATCHES.

JUST A FEW OF THE LARGE NUMBER OF CARS OFFERED.

1321 14th St. N.W.

Maxwell Touring	98c	Chrysler "52" Coach, 1928	$499.98
Ford Touring	$19.98	Essex 4-Door Sedan, 1928	$568.98
Maxwell Touring	$49.98	Chrysler "70" Roadster	$579.98
Overland 6 Coupe, 1926	$89.98	Buick Std. 6 Sedan, 1927	$689.98
Chevrolet Touring	$99.98	De Soto 4-Door Sed., 1929	$789.98
Maxwell Club Sedan	$229.98	Chrysler "70" Rdstr., 1927	$889.98
Essex Coach, 1927	$389.98	Chrysler "72" Roadster, 1928,	$1,058.98.
Nash 6 Coach	$439.98		

TENTH & H STS. N.E.

Ford Sedan	98c	Chevrolet Touring, 1926	$99.98
Ford Roadster	$49.98	Dodge 4-Pass. Coupe	$198.98
Maxwell Touring	$75.98	Hudson Coach	$279.98
Ford Touring, 1926	$94.98	Chrysler "52" Sedan	$549.98
		Chrysler "60" Sedan,	$649.98.

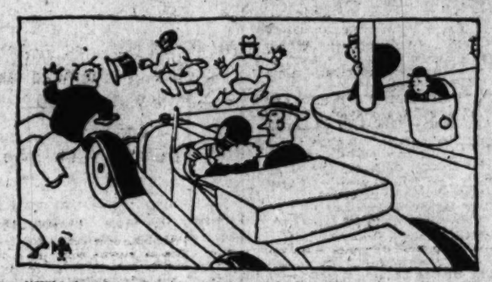
We will not sell either of the 98c cars to any of our employes or any one having advance information of this ad.

Come in and see them and the others we have on display.

H. B. LEARY, JR., & BROS.

1321 14th St. N.W. N. 6826

Miles of Smiles By JOSEPH McREYNOLDS



Wife: "What's the matter with everybody. Haven't they ever seen a woman drive before?"
Husband: "Evidently they have!"

We have determined to close out every used car in our stock. An exceptional opportunity to make a very good buy. OUR REPUTATION'S YOUR PROTECTION. Easy time payments.

TODAY'S UNUSUAL BUYS

Studebaker President State 8 Sedan, 5-pass.			$1,885
Studebaker President, Regular 8 Sedan, 7-pass.			1,795
Hudson Sport Coupe	$985	Essex Coach	$85
Oakland Coupe	55	Studebaker Touring	65
Studebaker Commander	895	Studebaker Dictator	795

JOSEPH McREYNOLDS, Inc. STUDEBAKER AUTOMOBILES 14TH AT R. AND 1423-L. ST. N.W. PHONES POTOMAC 1631 DECATUR 686

MILES OF SMILES USED CARS SATISFACTION

FREE! FREE! FREE!

50 Gallons of Gasoline

WE must move our entire used car stock to make room for new models—all prices slashed to rock bottom—!

FREE—during this sale, which will continue until February 1st—we will give with each used car purchased—50 gallons of gasoline.

No Down Payment!

You Need No Cash—Come in—Buy Your Car Today

100 Models to Select From—Every Make Graham-Paiges—Buicks—Nash—Fords—Chevrolets and Many Other Popular Makes—Graham-Paige Demonstrators Included—

GRAHAM-PAIGE CO. OF WASHINGTON, D. C. 1526 14th St. N.W.

Come Early Open Evenings

AUTOMOBILES FOR SALE

OAKLAND PONTIAC

L. P. STEUART, INC. 1325 14th St. N.W.

BUY

From a Reliable Dealer 100% Satisfaction

1928	Pontiac Roadster	$625
1927	Pontiac Coupe	375
1928	Pontiac Coupe	625
1928	Pontiac Coach	625
1928	Oakland Al. Am. Rd.	875
1928	Oakland Std. Sedan	875
1926	Peerless Sedan (6-80)	560
1925	Buick Master Coach	475
1927	Chevrolet Coach	375
1928	Chevrolet Coach	450
1927	Whippett Coach	295
1926	Pontiac Coach	295
1925	Buick Master Tr.	325
1926	Chevrolet Coupe (rumble seat)	350
1927	Chrysler 70 Coupe (rumble seat)	895
1929	Pontiac Cab., wire wheels	675

Bargain Basement

15 Cars—All Makes All Models, $25 to $100.

Washington's Largest Used Car Dealer.

Easy Terms—Your Car in Trade.

1325 14th St. N.W.

HUDSON-ESSEX PRICES REDUCED

Due to the recent reduction in our new car prices and the great demand for new Hudson and Essex cars, we have made sharp reductions in our entire stock of used cars. The following list will give you a chance to compare prices.

1928	Essex Sedan		$475
1928	Chevrolet Coach		425
1928	Essex Coach		450
1926	Essex Coach		150
1927	Essex Sedan		370
1927	Chevrolet Sedan		350
1927	Chevrolet Coach		295
1926	Hudson Brom.		495
1925	Willys-Knight Sedan		295
1926	Dodge Sed. (Leather)		350
1925	Buick Mas. 6 Coach		425
1925	Essex Coach		100
1927	Essex Coach		295
1925	Stearns-Knight Tr.		195
1924	Studebaker Spc. 6 Sed.		150
1925	Dodge Coupe		225
1925	Dodge Tour.		175
1925	Buick Roadster		225
1928	Whippett 6 Coupe		445
1926	Hudson 7-pas. Sed.		450

50 Other Bargains Buy Now at Winter Prices

Your Car in Trade Convenient Terms

LAMBERT-HUDSON MOTORS COMPANY

The House of Confidence 1631 14th Street N.W. Open Evenings and Sunday

ESSEX SUPER SIX COACHES, SEDANS AND COUPES

1926-1927-1928 and 1929.

Due to the low price on new Essex cars, we have many real bargains in slightly used Essex cars—cars like brand-new. They are all in good condition; the motor is smooth and economical; they are very dependable and comfortable riding. Beyond a doubt, a used Essex at our price is the greatest amount of economical transportation that can be bought in Washington.

PRICES, $100 to $375.

LAMBERT-HUDSON MOTORS CO., "The House of Confidence." 1631 14th st., corner R st. nw.

WALLACE MOTOR CO.

1926	Dodge Coach	$325
1928	Nash Std. Coach	550
1926	Chevrolet Sedan	225
1927	Nash 6 Coach	495
1926	Ford Roadster	100

WALLACE MOTOR CO. Nash Distributors. 1709 L St. N.W. Dec. 2280

AUTOMOBILES FOR SALE

CADILLAC—314, 63, 61, sedans, coupes and phaetons; all reconditioned; some have new tires and paint, others have overhauled motors; all are in first-class mechanical condition; priced to give the best values obtainable; your car in trade; easy terms. The Wash. Cadillac Co., 1136 Conn. ave.; Decatur 3901.

CHEVROLET—Coach, 1928, equipped; used only 6 months, 1928 cash. F. J. Klosterman, Warrenton, Va. Phone 136.

CHEVROLET—Landau sedan; motor reconditioned; paint and upholstery like new; $395; terms and trade. Fred N. Windridge, "Buick Dealer," Rosslyn, Va. Clarendon 1860.

CHEVROLETS—All models and years; many have new Duco finish; real bargains; terms. Owen Motor Co., 6237 Ga. ave.

CHEVROLETS and Fords; latest assortment of open and closed cars; priced new and on terms. Barry-Fyfe Motor Co., 2325 Bladensburg ave. ne. Adams 6000.

CHEVROLET coupe, 1926; absolutely like brand new; $195; terms to satisfy you. Many other models. Sheriff Motor Co., 627 K st. nw.

CHRYSLER touring, model 58; price low; terms or trade. 518 10th st. ne.

DODGE—Sedan, 1928; 6-cylinder; looks and runs like new; cash or terms. Irvin T. Donohoe Motor Co., 1833 L st. nw. North 1820.

DODGE—Sedan wagon, 1927; has cab and steel body; suitable for towing cars; price, $1195; cash or terms. Irvin T. Donohoe Motor Co., 1833 L nw. North 1820.

DURANT coach, 1926; just like new; terms or trade. 518 10th st. ne.

FORD—1-ton truck; chassis with cab body and crane for towing in wrecks; $175; cash or terms. Irvin T. Donohoe Motor Co., 1833 L nw. North 1820.

FORD—Roadster, 1929; 2 new tires; looks and runs fine; $100. Fred N. Windridge, "Buick Dealer," Rosslyn, Va. Clarendon 1860.

FORD sedan, 1925; good bargain for $75. 3039 Garfield st. nw.; phone Cleve. 5330.

FROZEN ENGINE WELDED IN CAR. WELDING CO., 518 10th St. NW.

HUDSON—Sedan, 1927; a good one; $350. Terms and trade. Fred N. Windridge, "Buick Dealer," Rosslyn, Va. Clarendon 1860.

HUDSON coach and sedan; 1926 each; late model; they run fine. 518 10th st. ne.

HUDSON, 1927, coach; mechanically O. K.; paint, tires and upholstery in finest condition; specially priced; will take your car in trade; easy terms. The Washington Cadillac Co., 1136 Conn. ave.; Dec. 3901.

HUPMOBILE tourings; choice of three; easy terms. 518 10th st. ne.

JEWETT sedan; balance due $195; it's yours for the notes. 518 10th st. ne.

JEWETT coach, 1926. Owner unable to continue payments. 518 10th st. ne.

JEWETT roadster, 1925, with rumble seat; very snappy performer. 518 10th st. ne.

REPOSSESSED AUTOS—All makes and models; cash, trade, terms; now is the time to get your midwinter bargains; many fine cars, including 1926 Dodge coupe, $100; 1927 Chrysler coupe, $350; 1927 Chevrolet sedan, $250; 1927 Essex coach, $250; Fords, $25 up; several Ford ton trucks. Call Sunday or week days. 7 New York ave. ne.

Stanley H. Horner, Inc. 1015-1111 14th St. N.W. Main 5300

1924	Buick Mas. Tour.	$200
1926	Ford Fordor	250
1929	Buick Mas. Spt. Tr.	1,450
1926	Nash Spc. 6 Sedan	600
1927	Buick 5-pass. Cpe.	900
1928	Stude. Spc. Tour.	200
1926	Buick Mas. Sedan	700
1926	Reo Spt. Tour.	450
1927	Buick Mas. Brm.	1,100
1926	Olds. De Luxe Sed.	300
1927	Buick Mas. Sedan	900
1921	Pierce-Arrow 7 Tr.	300
1926	Buick Std. Coach	600
1925	Willys-Knight 4-cy. Sedan	500
1927	Buick Std. Sedan	650
1928	Essex Coach	500
1927	Buick 7-pas. Sedan	1,050
1928

BUSINESS OPPORTUNITIES

$300 WILL START your own business; chance to enlarge; unlimited money-making possibilities; you manage, distribute and collect; experience unnecessary; for particulars address Manager, 603 N. Eutaw St., Baltimore, Md.

PHYSICIAN WANTED

at once, capable of taking complete management of hospital and sanitarium in largest city in North Carolina; prefer man who can take small financial interest. Box 207, Washington Post.

BUSINESS OPPORTUNITIES.

Wanted immediately party to take one-half interest in well established, fast growing Wholesale Lumber Commission business, also handling steel and building material. Established seven years; territory, Maryland, D. C., Virginia and North Carolina; also wholesale lumber in Northern cities. Clean cut proposition, free of all obligations. Large mill connections, some exclusive accounts. Need party to take interest and be active; will guarantee large profits. To open Washington Office at once. Investment will require $3,000 and charge of Washington Office. If interested wire or write immediately giving some information about yourself so we may know how to act. Open few days only. Postoffice Box 1064, Raleigh, N. C.

ROOMS—FURNISHED

ARIZONA HOTEL, (310 C st. nw.)—Neatly furn. rms., wkly. rates, transients, $1 up.

ATTRACTIVE, comfortable rooms in quiet, refined home, Northwest; refs. N. 6213.

BROOKLAND—One or two can find lovely room; very reasonable. Call Pot. 4757-J after 5 p. m., or address 1441 Newton pl. ne.

CALVERT ST. NW., 1810—Large, bright, warm room; on car line; gentleman preferred; reasonable.

CENTER ST. N.W., 3532 (near 16th st.)—Entire floor, 2 rooms, kitchenette, bath, dining alcove; steam heat, elec., cont. hot water; completely and nicely furnished. Employed couple preferred. $45. Ad. 3687-W.

EVARTS NE., 11—2 or 3 rms.; for l. h. k.; large porch, kitchen; gas, elec. furnished. Pot. 3079.

GIRARD ST., 1429—Gentlemen, two single rooms, comfortably furnished. Private home of adults; reasonable.

K ST. NW., 1810—Single room for gentleman; near bath; $15 per month.

L ST. NW., 1402—Front room, private bath; suitable for 1 or 2; gentlemen only.

LARGE front room, suitable for 1 or 2 people; inquire at Apt. 52, Franklin Park, 1332 I st. nw. Franklin 7188.

K ST. N.W., 938—Pleasant front room; reasonable; gentleman; owner's private home; references.

M ST. N.W., 901 (Apt. 9)—Young man to share room and private bath; $3 week.

MASS. AVE. NW., 1501—Large room; suitable for 2; on 2d floor; adjoining bath. North 932.

MINTWOOD PL. NW., 1847—2 nicely furn., commun. rms., with bath; priv. home; 2 or 3 young men.

MT. PLEASANT, 3153 (Apt. 3)—Pleasant room; car, bus, cafe convenient; woman preferred. Call before 2:30.

MT. PLEASANT—Overlooking park; single front room, light and clean; employed gentleman; garage space; refs.; $15. Adams 1014.

NEAR DUPONT CIRCLE—Double room; nicely furnished; twin beds; housekeeping privileges; for 2; $17.50 each.

NEAR Wardman Park; room for gentleman; adjoins bath; in private family; $25. Col. 6746.

RHODE ISLAND AVE. N.W., 1317 (Apt. 201) Nicely furnished rooms on second floor; also kitchen and bedroom.

RHODE ISLAND AVE., 1467—Single room (with meals); convenient to all important downtown places; home environment; accommodations available for a few more regular boarders.

VERY desirable downtown, sunny, single or double; next to bath; every conv.; elevator; reasonable. The De Sota, 1300 Mass. ave., Apt. 24.

VERMONT AVE. NW., 1501—Front rm., 2 windows, $4 wk.; a. m. l.; hall rm., water in rm., $3 wk.; walking dis. downtown.

6TH ST. NE., 401—Large bay-window room, with porch; southern exposure; comfortably furnished; every modern convenience; Mt. Pleasant car stop at corner; men preferred; reasonable.

1216 N. Y. AVE. NW.—Large, well-furnished room, near bath; electricity, steam heat; rent reasonable; 2d floor.

16TH ST. NW., 1846—2d floor, adj. bath; single or twin beds; continuous hot water; $30; gentlemen.

21ST ST. N.W., 1722—Attractive second floor front room adjoining bath; warm and comfortable; reasonable.

23D ST. NW., 903—Two very large, bright rms., 2d fl., adj. bath; comfortably fur. for l. h. k.; abund. of heat; refined persons.

Furnished or Unfurnished.

HOLMEAD PL. NW., 3567—Large front rm., furnished or unfurnished; block 14th st. cars; reasonable.

LAMONT ST. NW., 1906—Tiled bath; some running water; 2d-floor rms.; $10, $12, $15 rm.; h.-w. h.; near 14th; board $5 wk. optional.

ROOMS WITH BOARD

ATTRACTIVE rm.; best residential section; private family; unusual meals. Ad. 1064.

CLIFTON ST. NW., 1478—Attractive rms.; a. m. l.; best home cooking; phone; convenient to cars, buses. Col. 638.

CONN. AVE., 1834—Extra large, communicating rooms; also single rooms; excellent home cooking; rates, $40 to $50.

DUPONT CIRCLE (1406 N. H.)—Spacious front rooms, $15, $20, $25 mo.; excellent meals reasonable; plenty h. w. No. 6244.

HILLCREST INN (2800 13th st. nw.)—Room; suitable for 2; $35 each, including board; also other rooms; reasonable.

MASS. AVE., 1621 (Scott Circle)—Attractive, large front rm.; running water; single rm., near bath; excellent meals; rates reasonable.

MASS. AVE., 1515—Beau. doub. south rm., semiprivate bath; excellent meals; cultured home atmosphere; couples or gent.

SUNNY, large south rm., 3 windows; delicious family table board; $75 for 2, $45 for 1. North 7696.

VERMONT AVE. NW., 1211—Accommodations for 2; twin beds; best foods obtainable; quiet and refined.

838 COLUMBIA PIKE, Arlington, Va.—Furnished room, with or without board; single, $35; double, $65; in front U. S. Radio Station; bus service from door to 9th st. and the Avenue, in 15 minutes. Phone Clarendon 1017-J-1. Private family.

16TH ST. NW., 1523—Girls Club, beautiful residence, best food; large room for 3, $35 each; also double room, $50.

30TH ST. NW., 2308—Clean, comfortable rms.; $25, $30 mo.; also lovely 2d-floor front; select neighborhood; attractive home; table board; transients. Pot. 2826.

22D ST. NW., 728—One room with board, $32 each per month; suitable for 2 gentlemen.

TABLE BOARD

7TH ST. SE., 504—Excellent meals (for 2 or 3 persons); private home; home-cooked pastries; near Navy Yard; on 3 car lines; $1 day each. Linc. 1782.

20TH ST. NW., 2308—Breakfast, 45c; dinner, 75c; breakfast and dinner, $8 week; delicious home-cooked food.; att. dining room. Pot. 2826.

ROOMS—UNFURNISHED

HOPKINS ST. NW., 1406 (near 20th and P) Second floor, $16; third, $14; l. h. k.

NICE, large, bright rooms, with spacious closets; can do light housekeeping if desired; heat furnished; bath; $12 up. 1032 N. J. ave. nw.

TRANSFER AND STORAGE

MOVE to and from N. Y. Special rates, Jan. 29. Frank, 7035. C. E. Phillips, 426 3d nw.

APARTMENTS FOR RENT

Furnished.

OFF. MAYFLOWER—1-3 r., b. apts. (h. k., non-h. k.), for refined adults; clean, quiet, private, comfortable, well fur., or entire h., 3 large rms., k., 2 b. 1717 De Sales.

ADAMS MILL ROAD, 2721—Near 16th and Columbia road; two rooms, kitchen, dinette, bath; while in exclusive residential community, convenient to everything, this is front apartment opposite entrance to park, and both apartment and furnishings are certain to impress one favorably; everything furnished. Price, $65.00

TUNLAW RD. NW., 2501—Furnished front room; next to bath, well lighted and heated; (board if desired). Clev. 3849-J.

WISCONSIN AVE., 3222—Near Natl. Cathedral; 3 large rooms, k. & b.; beautifully furnished; $60. Apply janitor.

NEAR DUPONT CIRCLE (Pelham Courts, 2118 P st., Apt. 606)—Very desirable, 2 rooms, kit. bath apt. Phone North 8827.

MT. PLEASANT—Best residential section; warm, cosy; 3 rooms, kitchen, bath, with large sun parlor and sleeping porch; completely furnished; continuous hot water; only $65, including gas and electricity. Adams 5992.

2049 PARK RD.—Entire floor, living room, bedroom, kitchen, bath, porch; nicely furnished; free gas, elec., phone; to refined couple or gentlemen; $50 mo. Adams 3423.

19TH ST. NW., 1631—Beautifully furnished apts.; reas.; 5 rooms. Apply 1627 19th st.; N. 830.

EXCLUSIVE (near Wardman Park Hotel)—3-rm. apt., bath (with shower), large sleeping porch; instant water heater; elec. refrigeration; garage; telephone. 2630 Garfield st.

OFF. MAYFLOWER—1-3 r., b. apts. (h. k., non-h. k.), for refined adults; clean, quiet, private, comfortable, well fur., or entire h., 3 large rms., k., 2 b. 1717 De Sales.

ATTRACTIVELY furnished apt. of 5 rms and 2 baths, porch; all outside rms.; $200 Phone Columbia 8666.

APARTMENTS FOR RENT

Furnished.

DE SALES ST. NW., 1917 (oppo. Mayflower Hotel)—Dining room, bedroom, kitchen, bath; gas, elec., h.-w. h. included; no linens; $50 mo.; adults.

DOWNTOWN studio apt., living room (19x23 ft.); 3 exposures; wood fireplace, bed alcove, bath, small skylight atelier, kitchenette facilities. Maison d'Art, 1741 Rhode Island ave. nw.

PROTESTANT woman will share with another 2-room apartment, kitchenette, bath; first floor; one block to 14th, 16th or Mt. Pleasant cars. Call Sundays or evenings after 6, Apt. 6, 1409 Irving st. nw.

THE MINTWOOD,
1843 Mintwood Place N.W.
1 r., rec. hall and bath, nicely furnished; very low rental.

NEAR 19th AND CALIFORNIA N.W.
2 r., b. and l., porch; nicely furnished; low rental.
WALTER A. BROWN,
1400 H ST. N.W.
Main 1653. Estab. 1890. Main 1654.

STONELEIGH COURTS
CONN. AVE. & L STS. N.W.
To sublet for the winter, apartment of living room, 2 bedrooms, bath; furnished. Apply Apt. 602. Phone National 2266.

BRIGHTON APT. HOTEL
2123 California St. N.W.
SEVERAL DESIRABLE APTS. AVAILABLE ONE ROOM AND BATH TO THREE ROOMS AND BATH; $60 AND UPWARD; HOTEL SERVICE, INCLUDING MAID SERVICE AND LINEN; EXCELLENT CAFE.
UNDER WARDMAN MANAGEMENT.
PHONE NORTH 3494.

Furnished or Unfurnished.

THE JEFFERSON
16th at M Sts. N.W.

2 rooms, kitchen and bath. Furnished. Maid service.

Unfurnished 4-room suite. Housekeeping facilities. 2 exposures.

For Daily, Weekly and Monthly Rates

Call Potomac 5660

Do You Know
That you can live
at the
Wisteria Mansions
A downtown apartment, at very low rentals?

See Mr. Lyon
502 Peoples Life Bldg.
14th St. at H N.W.

Unfurnished.

THE KENTUCKY (233 Ky. ave. se.)—3-rm.-and-bath apt.; janitor service; newly decorated; $42.50.

2422 E ST. NW. (opposite Naval Hospital)—Attractive 2-room, dinette, kit. bath apartment, $45 per mo.

1300 MASS. AVE. NW.—4-rm., kitchenette, bath apt.; furnished or partly furnished. Apply Janitress, between 2 and 4.

KALORAMA RD. NW., 1216—Exclusive location, $125; apt. with 6 rooms and 2 baths, unexpectedly available; inspection 1 to 5, Sunday. Telephone Decatur 3760.

TILDEN HALL
3945 Connecticut Ave.
UNFURNISHED SUITES
Two rooms, kitchen and bath.
Three rooms, kitchen and bath.
Three exposures. Reception hall.
TILE BATHS BUILT-IN TUBS
FRIGIDAIRE.
EXCELLENT CAFE.
Call Cleveland 2693.

WALK TO
OFFICE
THEATER
COLLEGE
SHOPPING
GOV. BLDGS.
Convenient to All Car and Bus Lines.
THE BRADFORD
1800 K ST. N.W.
Especially desirable apartments of 1 room to 5 rooms and bath; electric refrigeration; 24-hour service.
Manager on Premises.
GEO. W. LINKINS, Agt.

1725 LANIER PLACE N.W.
5 rooms and bath, $72.50.

HARTFORD COURT
1434 HARVARD ST.
4 rooms and bath, $65.
3 rooms and bath, $52.50.

ONEONTA
76 N. Y. AVE. N.E.
2 rooms and bath, $30.

1338 N. Y. AVE. N.W.
4 rooms and bath, $70.

VALOIS, 1330 MASS. AVE. N.W.
4 rooms and bath, $60.

MONTICELLO
3151 MT. PLEASANT ST.
5 rooms and bath, $75.
4 rooms and bath, $55.

3405 PROSPECT AVE.
4 rooms and bath, $55.

FLATS—UNHEATED.
1741 N. CAPITOL ST.
5 rooms and bath, $47.50.
1703 EUCLID ST.
6 rooms and bath, $45.
4807 GA. AVE.
4 rooms and bath, $40.

HEDGES & MIDDLETON, Inc.
1412 Eye St. N.W.
Franklin 9503

Attractive Apts.
1616 14th St. N.W.
1 Room, Kitchen and Bath
2 Rooms, Kitchen and Bath
$35 and $45
For Inspection Call
Main 6320
Mr. Howard.

SUNSHINE BEAUTIFUL
5 large rooms, pantry, reception hall, large porch, 3 closets, best location in city; $70. 2611 Adams Mill rd. nw.

THE PLACE YOU WANT
3 rooms, 4 large closets, new bldg., $45 and $47.50; good location. 501 12th st. ne. Main 455.

NEW YEAR BARGAINS
THE MINTWOOD
1843 Mintwood Place N.W.
Near 18th and Columbia road. Convenient to stores, schools and 2 car lines.
1 room, rec. hall and bath.....$27.50
5 rooms, rec. hall and bath.....$67.50
Front apt. of 3 rooms, with southern exposure.
WALTER A. BROWN
1400 H St. N.W.
M. 1653. Established 1890. M. 1654.
MONEY TO LOAN IN ANY AMOUNT.

APARTMENTS FOR RENT

Unfurnished.

200 MASS. AVE.
NEW BUILDING
Apartment of living room, dressing room, kitchen, dining alcove; servitor; reasonable rent. Also two rooms, kitchen and bath. See Resident Manager.

3504 13TH ST. N.W.
Convenient to Arcade Market and 14th st. shops; 6 rooms and bath, porch and garage; exceptionally large rooms.

QUEENSBORO
1614 17th N.W.
2 and 3 rooms, reception hall, kitchenette and bath. See resident mgr.

2145 CALIFORNIA ST.
Excellent neighborhood, square from intersection of Columbia rd. and Conn. ave.; 2 rooms, kitchen, dining alcove and bath, $50; 3 rooms, kitchen, dining alcove and bath, $70. Resident manager on premises.

3618 CONN. AVE.
FRIGIDAIRE. Two rooms, hall, $50 to $60; 3 rooms, kitchen and bath, $70, newly renovated. Resident manager. Also front apt., exceptionally large rooms.

3126 16TH ST. N.W.
JUST ABOVE COLUMBIA RD.
In an excellent residential section. Apts. have been newly renovated throughout, including gas range. Two rooms, kitchen and bath. Most reasonable rents in the city.
For information, apply janitor.

THE ROCKLEDGE,
2456 20th ST. N.W.
OVERLOOKING ROCK CREEK PARK
One and two rooms, kitchen and bath and foyer, all outside rooms; built-in tubs; excellent condition; reasonable rent.
RESIDENT MANAGER.

1816 KALORAMA ROAD
Convenient location, near 18th and Col. rd., close to stores, theaters, churches, Govt. depts., &c.
Seven rooms and 2 baths, screened porch, $80.

1703 KILBOURNE ST. N.W.
2 rooms, kitchen, dining alcove and bath and large screened porch, $57.50.
2 rooms, kitchen and bath, with large sleeping porch; gas and electricity furnished; janitor service, $65.

2426 19th ST.
FACING BILTMORE ST.
Excellent apts. of 4 exceptionally large rooms and bath; extra large closets; rental, $75 to $80. Electric refrigeration if desired.

THE LEAMINGTON,
2503 14th ST. N.W.
Most Reasonable Rentals in the City
Excellent location, convenient to downtown. Apts. of 5 rooms, bath and porch. Elevator service. Newly renovated; $52.50 and $60.

1661 PARK RD. N.W.
Apartments of two rooms, kitchen and bath; $52.50.

6645 GEORGIA AVE.
One square from Walter Reed Hospital. Front apt. of two rooms, kitchen, reception room and bath, with Frigidaire. Power on house current. Resident Manager.

APARTMENTS FOR RENT

Unfurnished.

1480 GIRARD ST. N.W.
Apt. of 5 rooms and bath; corner bldg.; $65 month.

BYRON HALL
1420 CHAPIN ST. N.W.
Half square from beautiful Meridian Park. New building. Apts. of two rooms, kitchen and bath. Frigidaire. Power on house current. Convenient to bus and car lines. $52.50 and $57.50 mo. See Resident Manager.

THE SORRENTO
2233 18th ST. N.W.
Apt. of 2 rooms, kitchen and bath, $42.50.
Apt. of 4 rooms, kitchen and bath, $60.
Janitor Service.

327 11th ST. N.E.
Apt. of five rooms and bath; h.-w. h.; elec.; $40 month.

PELHAM COURTS
2115 P ST. N.W.
One square from Dupont Circle, within walking distance of downtown.
Apts. of two rooms, kitchen and bath.
FRIGIDAIRE.
Resident Manager on Premises.

NEW KENSINGTON
14th AND CLIFTON STS. N.W.
THE MOST CONVENIENT SECTION OF THE CITY
Excellent apts. of 2 rooms, kitchen, dinette and bath; some apartments all southern exposure, with large porches; electrical refrigeration on house current.
RESIDENT MANAGER.

THE WOODBINE
2839 27th ST. N.W.
CORNER 27th AND CATHEDRAL AVE.
Corner building, one square from Conn. ave., opposite Cathedral Mansions. Two rooms, kitchen and bath; three rooms, kitchen and bath.
FRIGIDAIRE.
RESIDENT MANAGER.

221 F ST. N.W.
Convenient location. Frigidaire, showers, radio plugs, &c.
1 room, kitchen and bath, $40; 2 rooms, kitchen and bath, $50-$60; 3 rooms, kitchen and bath, $60.

2535 13TH N.W.
One-half block from Central High School and 14th st. Three rooms, kitchen and bath, $62.50.

DORSTAN HALL
4800 GEORGIA AVE.
SAUL'S ADDITION
CORNER APTS.
2 and 3 room, kitchen and bath apartments with shower, cedar closets, porches; some of Spanish type. Rents from $57.50 to $65 a month.

THE ASHLEY
2038 18th ST.
Convenient to downtown, stores, schools, churches, &c.; 5 rooms and bath, $55 and $60.

THE MISSISSIPPI
1436 W ST. N.W.
2d-floor front apartment of 5 rooms and bath.

N. L. Sansbury COMPANY INC.
1418 Eye St. N.W. National 5904

OWNED AND MANAGED BY BLISS PROPERTIES.
VERY DESIRABLE UNFURNISHED APARTMENTS.

2800 ONTARIO RD.
OVERLOOKING ROCK CREEK PARK.
Apartments of 3 rooms and bath, $75. 5 rooms and bath, foyer, $125 to $140. Apts. of 6 rooms and 2 baths, $155 to $165. Equipped with Frigidaire and newest conveniences.

CHATHAM COURTS.
1707 Columbia rd. nw.
3 rooms, bath and foyer, $60.00 to $70.00.
4 rooms, bath and foyer, $90.00.
24-hour elevator and switchboard service.

BLENHEIM COURTS.
1840-42 California st. nw.
Convenient to car lines. Exceptionally nice apartments.
2 rooms, kitchen and bath, $45.00.
5 rooms and bath and lavatory, $70.00.
6 rooms, bath and lavatory, $75.00.

THE CORTLAND.
1760 Euclid st. nw.
Exceptionally desirable apartments of 4 rooms, bath, porch and foyer; $75 to $80. and 5 rooms, bath and foyer, $95 to $100; 24-hour elevator and switchboard service.

THE DUNSMERE.
2523 14th st. nw.
Wonderful location; every convenience; splendid apartments of 3 rooms, bath and foyer, $50.00.

712 G ST. NE.
5 rooms and bath, $30.00.

LA GRANDE.
607-15 4th st. nw.
Very desirable downtown apartments of 4 and 5 rooms and bath; $45 to $55; opposite Judiciary Park; rentals exceptionally low.

6TH AND K STS. NE.
Modern 5-room-and-bath family apartment; very desirable and reasonably priced; $50.00 and $55.00.

THE KINGMAN.
423 Mass. ave. nw.
Those desiring to live downtown will find at this apartment exceptionally desirable 5 rooms, bath and porch; $60 to $70. See janitor on premises for inspection.

THE PENHURST.
48 H st. ne.
4 and 5 rooms and bath apartment; $30 to $40; convenient to G. P. O. and Union Station.

THE VENTOSA.
1st and B sts. nw.
1 room, alcove, kitchenette and bath to 2 rooms, kitchenette and bath apartments; $30 and $45.

THE WOODWARD.
2311 Conn. ave. nw.
Location can not be excelled; apartments of 5 and 6 rooms and bath; $125 to $175, with 24-hour elevator and switchboard service. One 5-room-and-bath apartment; exceptionally desirable; electric refrigeration; $175.

THE ST. ALBANS.
2310 Conn. ave. nw.
3 rooms, bath and foyer....$60.00 to $65.00
4 rooms, bath and balcony.....$90.00
Exceptional location.
24-hour elevator and switchboard service.

FALKSTONE COURTS.
1401 Fairmont st. nw.
3 rooms and bath.....$55.00 to $60.00
5 rooms and bath.....$90.00 to $100.00
24-hour elevator and switchboard service.

THE DARLINGTON.
1008 24th st. nw.
Newly papered, painted and electrified.
5 rooms and bath.....$60.00 to $65.00

Apply on Premises for Further Information, or Bliss Building, 35 B St. N.W., or 1401 Fairmont St. N.W. Telephone Lincoln 1860 or Adams 8464.

TRINITY TOWERS
APARTMENT
3023 Fourteenth Street
Open for Inspection Until 10 P. M.
Occupancy February 1
Modern fireproof eight-story apartment in most convenient section of Mt. Pleasant
2 rooms, dressing room, breakfast room, kitchen, bath.
1 room, dressing room, breakfast room, kitchen, bath.
1 room, dressing room, kitchen, bath.
Apartments are equipped with Murphy beds and some have large porches.
Each apartment contains shower and built-in tub in tiled bathroom, telephone switchboard service, full length mirror, radio outlet, parquet floors and unusual kitchen equipment.
Lobby and large lounge attractively decorated and furnished.
24-hour Service
Rentals $39.50 up, including Electric Refrigeration
W. H. WEST COMPANY
Rental Agent
1519 K Street N.W. Main 9900
Representative on Premises

APARTMENTS FOR RENT

Unfurnished.

ATTRACTIVE AND HOMELIKE MODERN APARTMENTS
2124 Eye St. N.W.
3 rooms, kitchen and bath.....70.00
Frigidaire. Phone West 932.
Apply Resident Manager.

VICINITY DUPONT CIRCLE
1320 21st St. N.W.
Only 10 Minutes to Downtown.
Newly decorated apartments; large closets, screened porches; elevator service.
2 rooms, kitchen and bath.....$55.00
4 rooms, kitchen and bath, porch.....85.00
Resident Manager.
PHONE NORTH 7736.

SOMERSET HOUSE
1801 16th St. N.W.
One room and bath to four rooms and bath; all large rooms and closets.
Frigidaire.
Resident Manager. North 576.

THE PRESIDENTIAL
1026 16th St. N.W.
3 Rooms and Bath.
5 Rooms and 2 Baths.
Resident Manager, Franklin 4510.

5406 CONNECTICUT AVE.
(Near Chevy Chase Circle.)
4 Rooms and Bath
Rent, $45 Monthly.

CONN. AVE. AND DAVENPORT ST. N.W.
A well lighted apartment with kitchen large enough for dining room table.
1 room, kitchen and bath to 3 rooms, kitchen and bath, $45 to $82.50.
GARAGE. FRIGIDAIRE.
Apply Office, Cleveland 1912.
Apt. 104, 3511 Davenport St.

AL-ROY
1615 Kenyon St. N.W.
Mt. Pleasant. Overlooking Rock Creek Park. 24-hour elevator and switchboard service; Frigidaire.
Large living room and bedroom, dinette, kitchen and bath, Murphy bed and dressing closet; $62.50 and $70.00.
Resident Manager, Columbia 8425.

THE PREMIER
718 18th St. N.W.
Convenient to Government departments. 1 room and bath and 3 rooms and bath. Rent reasonable.

1329 BELMONT ST. N.W.
1 Room, Kitchen and Bath, Murphy Bed. $35.00.

1620 R ST. N.W.
Within walking distance of downtown; 24-hour elevator and telephone service; valet service.
1 room, kitchen and bath. $37.50 and $40.00.
2 rooms, kitchen and bath. $55.00 to $65.00.
Resident Manager. Potomac 1900.

THE HAWARDEN
1419 R St. N.W.
Downtown apt. of 5 large outside rooms, bath, porch; $70.
Resident Manager. North 2281.

SCHUYLER ARMS
1954 Columbia Road
1 Room and Bath to 5 Rooms. 2 Baths. Frigidaire.
Apply Resident Manager. Pot. 133.

THE WHYLAND
1724 17th St. N.W.
2 large rooms, kitchen and bath and two bedrooms, living room, reception hall, full size kitchen, large closets and bath, porch; 3 exposures; refrigeration.
Resident Manager. Potomac 3882.

2700 CONN. AVE. N.W.
Opposite Wardman Park Hotel.
5 rooms and bath.
Apply Resident Manager. Columbia 8106.

THE ST. MIHIEL
1712 16th St. N.W.
The Most Fashionable Section of the City.
FRIGIDAIRE.
Excellent apartments of 2 rooms, kitchen and bath; 3 rooms, kitchen and bath.
Resident Manager. North 9330.

THE ALBEMARLE
1700 T St. N.W.
3, 4 AND 5 ROOMS AND BATH.

THE SAVOY
2804 14th St. N.W.
Newly decorated throughout; 5 large rooms and bath; $70.00 per month.

1410 EUCLID ST. N.W.
Desirable apartments of 5 rooms and bath; $85.00 monthly.

WARDMAN PARK ANNEX
2401 Calvert St. N.W.
Desirable all-outside apts. with very large rooms and closets.
2 rooms and bath to 4 rooms and 2 baths, porch.
FRIGIDAIRE.
Resident Manager, Columbia 4741.

HERMITAGE
1117 Vermont Ave.
One Room, Kitchen and Bath, $40.
Resident Manager, Franklin 1838.

THE PARKADE
1457 Park Road N.W.
1 room, kitchen and bath.....$45.00
2 rooms, kit., dinette and bath, two exposures.....62.50
Resident Manager. Adams 8732.

THE NEBRASKA
51 Randolph Pl. N.W.
Convenient to Union Station, Govt. Printing and City Post Office. 5 rooms, pantry and bath; $50.00.

WARDMAN MANAGEMENT
Main 3830 1437 K St. N.W.

A Good Home
Is as Important as a Good Name!
THE SHELBURNE
N.E. Corner of 17th and S Sts. N.W.
Offers the discriminating apartment seeker the threefold advantage of desirable residential environment, modern living conditions and economy of cost. Being practically new you can expect much and not be disappointed. Our service, too, has been highly praised. We invite your inspection and suggest that you come at once as delay may mean that you'll be just too late.
FRIGIDAIRE
Owner Pays for the Current
4 rooms and bath.....$55.00 to $75.00
1 rooms and bath.....$32.50
1 room, kitchen and bath.....$40.00
ROBERT LEE O'BRIEN
Franklin 5385 1710 Eye St. N.W.

CONVENIENCE
(at no added cost)
Convenience is many times a desirable feature in the eyes of the apartment seeker—too often he pays the price in higher rent for the same type of apartment to be found elsewhere. Here is your chance to get an apartment, conveniently located to downtown, Georgetown and Connecticut Ave. cars at no added cost.
WHITE COURTS
2131 O St. N.W.
2 Rooms, Kitchen and Bath
3 Rooms, Kitchen and Bath
$50 $52.50 $55 $57.50
Under New Management.
APPLY ON PREMISES OR TO
ROBERT LEE O'BRIEN, Agent
1710 Eye St. N.W. Franklin 5385

BENNINGS RD. NE., 1919 and 1917—Five rooms and bath, each; gas, electricity, hot water heat; $35 per month. Apply at 1919 Benning rd. ne., D. G. S. market.

BOULEVARD APTS.
2121 New York Ave. N.W.
WARDMAN MANAGEMENT.
Unusually attractive furn. or unfurn. apartments, each equipped with Frigidaire, service closets, Murphy bed, shower bath, large closets and dinette; rent reasonable. Phone Main 6850. Resident manager.

EXECUTIVE.
3401 16th N.W.
5 rooms, reception hall and bath....$72.50
Fine apt., with 3 street frontages, giving plenty of light and air; new paper and paint throughout; floors refinished; new gas stove; beautiful view along 16th st. residential section, yet close to 14th st. and Park rd. business center. See janitor.
THE BEATRICE, 142 CARROLL ST. S.E.
3 rooms and bath.....$37.50
3 rooms and bath.....47.50
Near Capitol and House Office Building. New, modern building. See janitor.
THE NORWOOD.
1343 EAST CAPITOL ST.
5 rooms and bath.....$51.50
One-half block from Lincoln Park. Apply Apt. 2.
228 10th ST. N.E.
2 rooms, kitchen and bath.....$48.50
New building. See Resident Manager.
623 8th ST. N.E.
2 rooms, rec. hall, kitchen & bath..$50.00
THE LINDY.
4222 14th ST. N.W.
3 rooms, reception hall and bath....$49.50
THE GORGAS.
6805 GEORGIA AVE. N.W.
Opposite Walter Reed Hospital.
3 large rooms, dining alcove, reception hall, kitchen and bath.....$52.50
THE SIBLEY, 15 M ST. N.W.
3 rooms and bath.....$42.50
Large, light rooms, western exposure. See Resident Manager, Apt. 23.
314 V ST. N.E.
3 rooms, reception hall and bath.....$42.50
4 rooms, reception hall and bath.....50.00
Just redecorated; looks like new.
J. C. WEEDON CO.
1727 K st. N.W. Metropolitan 3011.

DESIRABLE DOWNTOWN APARTMENTS
3 and 4 Rooms and Bath, $40 and $45
Modern; Excellent janitor service.
ZAGER & SALUS,
920 New York Ave. N.W.
Phone Main 1262

Now Ready---
3 ROOMS,
KITCHEN-DINETTE AND BATH
3 exposures, exceptionally large living room with 4 windows, reception hall; outside tile bath; Frigidaire.
MODERATE MONTHLY RATES
Restaurant
J. E. Burnett, Mgr.
Columbia 7400.
1 and 2 Room Suites Soon Available
New Amsterdam
2701 Fourteenth St. N.W.

Beacon Apartment
1801 Calvert St. N.W.
2 Rooms, Kitchen and Bath
Electric Refrigeration
Elevator and Cafe Service
Inspection Invited
Resident Manager

STONELEIGH COURTS
CONN. AVE. AND L ST. NW.
5-room housekeeping apt., 3 exposures.
UNDER WARDMAN MANAGEMENT.
APPLY RESIDENT MANAGER.

2700 CONN. AVE.
OPPOSITE WARDMAN PARK HOTEL.
Only one left—5 rooms, kitchen, bath. All outside rooms. Newly decorated. Frigidaire. $125.00. Col. 8106.

APARTMENTS FOR RENT

Unfurnished.

THE MARSHALL
15th at M N.W.
LIVING ROOM, BEDROOM, DINING ROOM, KITCHEN AND BATH
Unusually large sunny rooms.
BRAND NEW DECORATONS
10 Minutes from F Street
Moderate Monthly Rentals
Call Decatur 205

SHANNON & LUCHS MANAGEMENT

ARMY-NAVY APTS.
920 CONN. AVE.
Located in an unusually convenient and desirable downtown section.
1 room and bath, bachelor.
1 rm., din.-alc., kit. and bath.
2 rms., din.-alc., kit. and bath.
Complete Service.
Electric Refrigeration.
Manager on Premises.

900 19TH ST.
(Cor. 19th and Eye sts. N.W.)
1 rm., kit. and bath.
Some with porches.
Electric Refrigeration.
Switchboard and Elevators.
Manager on Premises.

2100 F ST. N.W.
1 rm. kit. and bath.
With dining alcove and In-a-door Bed.
$38.50.

1618 16TH ST. N.W.
1 rm., kit. and bath.
2 rms., din.-alc., kit. and bath.
3 rms., din.-alc., kit. and bath.
Electric Refrigeration.
Switchboard and Elevators.
Manager on Premises.

THE RADNOR.
2901 16th St. N.W.
5 rms., bath and porch.
$90.00.

1900 BILTMORE ST.
3 rms., bath and porch.
Electric Refrigeration.
$57.50.

THE MAYFAIR.
2115 O St. N.W.
1 rm., kit. and bath.
$37.50.
Manager on Premises.

NEWTON HALL
1417 Newton St. N.W.
2 rms., din.-alc., kit. and bath.
$67.50.
Electric Refrigeration.
Manager on Premises.

MERIDIAN HILL
1447 Chapin St. N.W.
3 rms. and bath.....$50.00
4 rms. and bath.....70.00
Manager on Premises.

THE CRESCENT.
1825 Crescent Pl. N.W.
3 rms. and bath.....$40.00

THE WAVERLY.
1906 N St. N.W.
1 rm. and bath.
2 rms., kit. and bath.
3 rms., kit. and bath.
$30.00 to $37.50.

1303 RANDOLPH ST. N.W.
2 rms., kit. and bath.
$47.50.

THE NONQUITT.
2214 11th St. N.W.
5 rms., bath and porch..$47.50

THE RHODA.
1815 35th St. N.W.
3 rms., kit. and bath.
$60.00.

140 R ST. N.E.
(Near Tech. High.)
6 rms., bath and porch.
$57.50.

THE PRINCETON.
2215 14th St. N.W.
5 rms., bath and porch..$50.00
2 rms., kit. and bath.....35.00

1402 T ST. N.E.
3 rms. and bath.....$50.00
Electric Refrigeration.

901 M ST. N.W.
(Non-Housekeeping.)
1 rm. and bath.....$35.00

SHANNON & LUCHS, INC.
1435 K St. N.W. Main 2345.

THE CRESTHILL
1430 Belmont St. N.W.
High elevation, elec. refrigeration included in rent, 24-hour elevator service, oil-burner heat, incinerator, etc. Resident Manager.
3 rms., kitch., bath, 2 porches (front).$70.00

THE STRATHMORE.
N.E. Corner 13th & Monroe Sts. N.W.
2 rooms, kitchen, bath.....$60.00
Elevator service, elec. refrigeration included in rent. See Res. Mgr., Apt. No. 29.

1445 N ST. N.W.
Convenient to Govt. Depts.
1 room, kitch., bath, Murphy bed....$35.00

2316 F ST. N.W.
Within walking distance Govt. Depts.
2 rooms, kitchen and bath.....$45.00

1708 NEWTON ST. N.W.
3 rooms, kitch., bath, sw. exp.....$42.50
2 rooms, kitch., bath, recep. hall.....47.50

1656 EUCLID ST. N.W.
2 rooms, kitch., bath, recep. hall, front porch.....$35 to $40

1321 BELMONT ST. N.W.
1 room, kitch., bath, Murphy bed.....$35.00
2 rooms, kitch., bath.....42.50

1112-1114 25th ST. N.W.
5 rooms, kitch., bath, screened porch..$55.00
4 rooms, kitch., bath, screened porch..52.50
Desirable apartments within one-half block of Capital Traction car line.
MOORE & HILL, INC.,
730 17th ST. N.W.
MAIN 1174.

The Most Desirable in Washington.
Electric Refrigeration
1820 Clydesdale Pl. N.W.
TWO SQUARES NORTH OF 18TH ST. AND COLUMBIA RD.
Just a few available in this choice building, overlooking Rock Creek Park. A delightful, high, convenient, healthful location. Elevator service; splendidly lighted and ventilated. Best of all, the most reasonably priced apartments in the city.
CHAS. D. SAGER
Realtor and Builder
Main 36. 924 14TH ST. NW.

THE CLARENDON,
5620 COLORADO AVE. N.W.
Brand-new corner apartments; electric refrigeration free; real fireplaces; 1 room, kit., tile bath with shower to 6 rooms, 2 baths. Ready for occupancy Feb. 10.

MAMMOTH OAK GARDENS
1409-11 21ST ST. N.W.
Beautiful old Georgetown; detached buildings; no courts; 3 rooms, Murphy bed and tile bath, $40, and 3 rooms, tile bath, $52.50 to $60. Resident manager.

GLASGOW COURT,
330 R. I. AVE. N.E.
3 rooms and bath, $47.50, and 4 rooms and bath, $59.50. Outside rooms, newly decorated. Resident manager.

BROOKLAND COURT,
1210 PERRY ST. N.E.
FRIGIDAIRE. Apartment of 5 rooms, tile bath (2 bedrooms). Immediate possession.

1830 R ST. N.W.
3 rooms and bath, $65, and 4 rooms and bath, $75.50; outside rooms; 24-hour elevator service.

3435 R ST. N.W.
Corner apartment of 3 rooms and bath, $50. Resident manager.

THE JEANNETTE
1314 14TH ST. N.W.
4 rooms and bath; convenient downtown location; $37.50 and $40.

1443 OAK ST.

HOUSES FOR SALE

COLORED.
SIX-ROOM PRESS BRICK.
$6,550.
Hot-Water Heat.
Electric Lights.
Large Yards.
Wide Alley.
Small Cash Payment.
Fifty Dollars Per Month.
1550 3rd St. N.W.
Representative on Premises.
Open and Lighted Until 9 P. M.
J. DALLAS GRADY,
904 14th St. N.W.
Main 6181.

1979 BILTMORE ST. N.W.
Overlooking Rock Creek Park at Rock Creek Bridge. 10-room and 3-bath brick house of unusual attractiveness; an excellent residence with income from room-renting possibilities. Priced reasonably at $14,500; easy terms.
CHAS. D. SAGER,
REALTOR.
924 14th ST. N.W. MAIN 36.
Open Until 9 P. M.

BUILT TO LAST
in
BEAUTIFUL WOODRIDGE
7 Rooms—24 Feet Wide.
Corner, Brick, Semi-Detached.
Built for a member of our firm and used as a sample house; has many attractive special features. Hydraulic Hy-tex face brick used throughout, even in basement; attractive sun parlor and breakfast room, large screened sleeping porch, large cement front porch, iron rails, built-in garage, brick built-in coal bin, brick built-in cold storage; spacious rooms throughout, oak floors upstairs and down laid over tongue-and-groove subfloor, beautifully paneled walls downstairs, floored attic; draperies go with the house.
This unusual house must be investigated to be appreciated.
3601 17th St. N.E.
BREUNINGER & CO.,
1103 Vermont Ave.
Main 7713. Sun., North 7471.

N. of 10th and Fla. Ave.
N. E.
Convenient to Every Facility
GALLAUDET PARK
86 Sold 3 Left
Open Saturday and Sunday
PRICES
$6,950 TO $8,750
These homes, located in the choicest section of N.E., have 4 spacious bedrooms, with all modern improvements, conveniently located to bus and car lines, schools and churches. You are cordially invited to inspect these residences. Arrangements for financing can be made.
Representative at
1509 West Va. Ave. N.W.
J. Dallas Grady
904 14th St. N.W.
Main 6181

TAKOMA PARK, MD.
BARGAIN—$7,950.
Modern 6-room bungalow; hot-water heat, elec. light, full cellar; lot 60x210, with garage. Easy terms.
CHAS. D. SAGER,
REALTOR.
924 14th ST. N.W. MAIN 36.

NEAR MASS. AVE. PARK
$12,500. Beautiful 8 rooms, 2 baths; 34-ft. wide, modern brick home with built-in garage, practically new. Owner compelled to sacrifice.
For auto to inspect, phone Metropolitan 5323 today.
SHOWALTER REALTY CO.,
1103 Vermont Ave. Main 4122.
Eve., Cleve. 5463.

WATERFRONT PROPERTY

A CHOICE plot, with direct shore frontage on salt water; one hour from the Capital; excellent sand beach; good boating, bathing and fishing; high-class, restricted neighborhood; community water system; milk, groceries and supplies delivered at the door; sacrifice at $250 for quick sale; will arrange monthly terms if desired. Telephone White, Main 4506.

COBB ISLAND
Water-front lots. Beautifully wooded 50-ft. lots for $100. Terms, $5 per month. Hunting, salt water beach, fishing, bathing, oysters; 87 homes built. Good small house can be built for $700. Paved hard road from Washington, little over an hour. A promising site, good speculation. Send for maps. Room 105, 1025 15th st. nw. Main 10433. Mr. West.

LANDS FOR SALE

10-ACRE PECANS—$10 monthly; on Gulf; cared for; big returns. Suburban Orchards, Dept. 97, Biloxi, Miss.

SUBURBAN FOR SALE

$6,500
Special, Near Lee Highway
8-room house, barn, poultry house, outbuildings; 10 acres, good land. Nice home and poultry farm for some one at a low price.
$6,000
6-room house, about 1 acre land, modern improvements, close to cars, bus and stores. A snap at the price. Easy terms.
$3,800
5-Room Bungalow
All modern improvements, 2-car garage, poultry house, large lot and garden in one of the best sections of Falls Church. Terms.
$2,700
Nearly 5 acres, 5-room house, poultry house; good well and stream of water; 8 miles from Washington on good road; $500 cash; balance $30 per month, including interest.
F. W. HILBERT
Falls Church, Va. Phone 308.

For Sale or Rent.

FOR SALE OR RENT—Bungalows and detached residences favorably affected by Memorial Bridge and Mt. Vernon Boulevard; also Conduit Road section. Falls Church and McLean, Va. Rents $35 to $65, or will sell on easy terms. Agents wanted. Fulton R. Gordon, Continental Trust Bldg. Main 5231.

COMMUNITY CENTERS

Community Center Department, Franklin Administration Building; M. 6036.

The first week of the second half of the season marks the reorganization of some of the study and gymnasium groups of the centers to accommodate members wishing to enter these recreational courses as beginners.

CENTRAL.

Thirteenth and Clifton streets northwest; Mrs. Edith H. Hunter, community secretary.

Tomorrow—7 p. m., Kennedy Athletic Club Basket Ball Team; 7:15 p. m., interior decorating; 7:30 p. m., Columbia Commandery No. 2, Knights Templar Drill Team; 8 p. m., Company C, National Guard Basket Ball Team, Washington Grays Basket Ball Team; 9 p. m., St. Paul's Lutheran Men's Basket Ball Team, Anacostia Eagles Basket Ball Team.

Tuesday—7 p. m., Mount Vernon Juniors Basket Ball Team, Chevy Chase Athletic Club Basket Ball team; 7:30 p. m., Royal Rangers T. C. of L. Drill team; 7:45 p. m., National Capital Oratorio Association; 8 p. m., Crescents Basket Ball Team, Bank of Brightwood Basket Ball Team; 9 p. m., W. H. West Co. Basket Ball Team, Washington Loan & Trust Co. Basket Ball Team.

Wednesday—7 p. m., Cardinals Basket Ball Team, St. Paul's Boys Basket Ball Team, National Capital Rifle Association; 7:30 p. m., automobile group, Kallipolis Grotto Drill Team; 8 p. m., Mount Vernon Seniors Basket Ball Team, Security Club Girls Basket Ball Team; 8 p. m., Mount Vernon Seniors Basket Ball Team, Security Club Girls Basket Ball Team; 9 p. m., Harriman & Co. Basket Ball Team, Security Club Men's Basket Ball Team.

Thursday—7 p. m., Lighting Athletic Club Basket Ball Team, Sigma Lamda Nu Basket Ball Team; 7:15 p. m., metal working group; 7:30 p. m., Almas Temple Drill Team; 8 p. m., W. B. Hibbs & Co. and Stanley Athletic Club Basket Ball Teams; 9 p. m., Potomac Boat Club and Drake Seniors Basket Ball Teams.

Friday—8:15 p. m., moving picture, "Cyrano de Bergerac," presented by Community Institute.

CHEVY CHASE.

Connecticut avenue and McKinley street northwest, Mrs. F. K. Espenschied, community secretary.

The adult dramatic group will have its organization meeting on Monday, February 4, at 8 p. m. People interested in play producing are invited to attend.

Tomorrow—3:15 to 5 p. m., music; French; 7:30 p. m., women's gym group.

Tuesday—3 to 5 p. m., rhythmic dancing; 3:15 to 5 p. m., music; miniature airplane construction.

Wednesday—10 to 12 a. m., Choral Club. (Choral Club section of the Chevy Chase Women's Club of Maryland). 3 p. m., children's carpentry.

Thursday—3 to 5 p. m., French; rhythmic dancing; 3 to 3:30 children's carpentry.

Saturday—7:15 p. m., social dancing for juniors.

COLUMBIA HEIGHTS.

Wilson Normal School, Eleventh and Harvard streets, Mrs. I. E. Kebler, community secretary.

Tomorrow—Adult Groups; 7 p. m., basket ball by West Washington A. C., 8 p. m.; by Fifth Baptist Y. P. U. A. C., 9 p. m., First Baptist Y. P. U. A. C.

Tuesday—7 p. m., basket ball by Mount Pleasant A. C.; 8 p. m. by Capital A. C.; rhythmic dancing; Choral Club; instruction bridge; Columbia Players, rehearsal of, "Helena's Boy;" 9 p. m., Curley A. C. basket ball game.

Thursday—7 p. m., basket ball by Northern A. C.; 8 p. m., by Lionell A. C.; self-defense group; Columbia Players, rehearsal of "Helena's Boy;" community orchestra; the Capital City Orchestra; 8:30 p. m., "Watch Your Weight Club;" 9 p. m., gymnasium group (men and women).

Friday—7 p. m., Arcadia A. C. (basket ball game); 7:30 p. m., Boy Scouts, Troops 40 and 41; 8 p. m., Monroe A. C. (basket ball game); young peoples' dance (instruction 8 p. m., and dancing 9 p. m.); political study group (open to boys in community); Ye Olde Tyme Dancing Club; Tremont A. C., (basket ball game).

Children's Groups.

Thursday—3:30 p. m., beginners' rhythmic dancing.

Friday—3:15 p. m., violin instruction group (first year); 3:30 p. m., advanced rhythmic dancing; Children of American Revolution dancing group; 4:15 p. m., violin instruction group, (third year).

Saturday—9:30 a. m., piano instruction for beginners; 10 a. m., rhythmic dancing for small children; 10:15 a. m., piano instruction (second year); 11:30 a. m., violin instruction.

EAST WASHINGTON.

Seventeenth and East Capitol streets, Mrs. L. W. Hardy, general secretary; Mrs. E. Scott, assistant.

Tuesday—7 p. m., Delta Sigma Fraternity of the Thirteenth Street Christian Church; B. B. Girls, 8 p. m., Eastern Prep Athletic Club; Gypsies Basket Ball Team; Boys' Independent Band. 8:30 p. m., community dance. 9 p. m., Sioux Athletic Club; Woodridge Athletic Club.

Wednesday—8 p. m., Drill team of De Molay Commandery No. 4, Knights Templar.

Thursday—7 p. m., Pontiac Basket Ball Club; Girls' Basket Ball Team of Trinity. 7:30 p. m., dressmaking; basketry; Columbia Troubadours; the Uniform Rank, Woodmen of the World. 8 p. m., Trinity Young Men's Basket Ball Team; Washington Athletic Club; gymnasium group. 8:30 p. m., Bethlehem Drill Team, Bethlehem Chapter No. 7, O. E. S. 9 p. m., Robert La Bruce Chapter, Order of De Molay, Basket Ball Team; the Florence M. Brown class of Calvary Baptist Sunday School Basket Ball Team.

Saturday—7 p. m., Nativity Young People's Service League; junior rhythm; game group for children. 7:30 p. m., senior rhythm. 8 p. m., Metropolitan Club; community program, moving pictures. 8:30 p. m., community dance. 9 p. m., Waltz Photographers' Basket Ball Team; basket ball.

LANGLEY.

Third and T streets northeast, Mrs. A. L. Irving, in charge.

Tuesday—7 p. m., Baptist Young People's Union Basket Ball Team; Wallace Memorial Basket Ball Team. 7:30 p. m., Dennison art group. 8 p. m., Benjamin Franklin Basket Ball Team. 9 p. m., National Publishing Co. vs. Tremonts (basket ball game).

Wednesday—7 p. m., Baptist Young People's Union Basket Ball Team; National Circles. 8 p. m., Tivoli Whirlwinds. 9 p. m., Mardfeldts.

MACFARLAND.

Iowa avenue and Webster street northwest. Mrs. A. L. Irving, community secretary.

What promises to be one of the biggest basket ball games of the season is scheduled for Friday evening from 8 to 10 o'clock, when the Petworth Mets will meet the Petersburg, Va., Y. M. C. A. Basket Ball Team. A large following of both teams is expected. Visitors to the gymnasium will have the privilege of seeing a preliminary contest between the Central Reds and their opponents before the Petworth Mets-Petersburg game at 9 o'clock.

Friday—7 p. m., Clark Griffith's Basket Ball Team; rhythm. 7:30 p. m., Boy Scouts No. 30. 8 p. m., Central Reds Basket Ball Team; bridge class, 9 p. m., Petworth Mets vs. Petersburg (Va.) Y. M. C. A.

PARK VIEW.

Warder and Newton streets northwest, Miss Lorette Murphy, Community, secretary.

Tomorrow—3:15 p. m., beginners' violin; 3:30 p. m., beginners' rhythm; 4 p. m., advanced violin.

Wednesday—7:30 p. m., basketry; china painting; Northern A. C.; 7:45 p. m., adult dramatics; 8 p. m., adult instruction dance group (with orchestra).

Thursday—3:30 p. m., Beginners' piano.

Friday—7 p. m., Boy Scouts; 7:15 p. m., drum and bugle corps; 7:30 p. m., Girl Scouts; children's game club; boys' handwork group; Dennison art work; 8 p. m., young people's dance (with orchestra).

SOUTHEAST.

Seventh and C streets southeast (Hine Jr.), Mrs. W. W. Davis, community secretary.

Tomorrow—6:30 p. m., Cobra A. C.; 7:45 p. m., drill team; Roxie Club; 9 p. m., East Washington Heights B. Y. P. U. A. C.; Columbia A. C.

Wednesday—6:30 p. m., Pontiac A. C.; True Blues A. C.; 7:45 p. m., basket ball group; Moseans A. C.; 9 p. m., National Circles A. C.; Senior Christian Endeavor A. C.

Friday—7 p. m., children's dancing instruction, groups No. 1 and 2; 8 p. m., youths' dancing group; Southeast Community Players; 8:30 p. m., dancing for adults, by Orthophonic Victrola; 9 p. m., dancing instruction for adults; Saks Trojans A. C.

Saturday—9 a. m., violin instruction; 9:30 a. m. to 12 a. m., piano instruction; 10 a. m. to 12 noon, children's dramatic groups; Jolly Junior Club.

THOMSON.

Twelfth and L streets northwest, Mrs. A. C. Driscoll, community secretary.

Parents and friends are invited to attend an exhibit on Friday afternoon, February 1, at 3:30, of the rhythm and tap dancing groups, showing the training received this season under the instruction of Loretto Murphy.

Tomorrow—7 to 10:30 p. m., French, advanced and reading group. Beginners' study group of Spanish, open to more students. New groups in Italian and French will be formed. Auction bridge (instruction and advanced group). Nordica Orchestra rehearsal. Dramatic rehearsal of "Thank You, Doctor," by the Playmakers. Midcity Citizens Association. Educational committee of the District Public School Association.

Tuesday—7 to 10:30 p. m., shorthand dictation group, open to any writer. Physical education (women's group only), open to new members. Instruction and practice in ballroom dancing for men and women. This class is particularly formed to help those who are anxious to learn to dance. Any adult may join. Spanish reading group. Piano instruction for adults (Melody Way).

Wednesday—3:30 p. m., music groups for children in violin, clarinet and cornet.

Thursday—7 to 10:30 p. m., Playmakers dramatic rehearsal of "Thank You, Doctor." Spanish and Italian, beginners' groups. Shorthand dictation (any writer). Women's drill team.

Friday—3:15 p. m., rhythm group for children and youths. Tap dancing and physical education for boys. This group will receive beginners after February 1. 7 to 10:30 p. m., French reading and advanced group also a beginners' group. Lecture, "Home or Interior Decorating," by Harriet Garrels. This lecture is open to all (men and women). Ballroom dancing instruction and practice for young people (high school age), Carol Wroe, director. This class is open to more members. Writers League of Washington.

Saturday—8:45 to 12 noon. Children's group in violin, saxophone, drums, trombone and piano.

BIRNEY.

Nichols avenue and Howard street southeast, Mrs. M. E. Ellis, community secretary.

The advisory board and general committee of Birney Center are making arrangements for the celebration of negro history week.

A beginners' class in piano music is being formed under the instruction of Mrs. Edna Dockings. The class will meet every Thursday at 3:15. Parents are requested to send their children.

Tomorrow—7:30 p. m., Campfire Girls; boys' handicraft; boys' basket ball; industrial art. 8 p. m., Toy Symphony Orchestra; Men's Club; study group; Boys' Hiking Club. 8:30 p. m., Choral Society; Anacostia Football Club; A. C. Jr. Basket Ball Club; Diplomat Social Club; Boys' Social Club; boys' games; Kindergarten Mothers' Club.

Thursday—3:15 p. m., music extension.

Friday—3:15 p. m., paradise of childhood.

BURRVILLE.

Division avenue and Corcoran street, Mrs. Canie Knox, community secretary.

Tuesday—3:15 p. m., music group; children's classics. 5 p. m., Toy Symphony Orchestra. 7:30 p. m., toy shop group; Boy Scout Troop, No. 306; boys' activities; girls' activities. 8 p. m., Burrville Parent-Teacher Association meeting; Women's Club; art craft group; Clef Club.

SMOTHERS.

Benning road and Forty-second street northeast, Mrs. C. J. Knox in charge.

Tomorrow—3:15 p. m., piano instruction for beginners, dramatics, dancing. 4 p. m., advanced piano group.

DUNBAR.

First and N streets northwest, Mrs. C. J. Knox, community secretary.

Thursday—6 p. m., Silver Leaf Social and Athletic Club, boys' game group, girls' swimming. 8 p. m., Kappa Alpha Dramatic Club, Dunbar Center Orchestra, Sigma Lambda Intercollegiate Fraternity, La Premiere Social Club, Columbia Temple Drill Team, Columbia Lodge Drill Team, American Woodmen Drill Team, La Rovers A. C. 9 p. m. Pleasant Plains A. C.

Friday—7 p. m., Dunbar Flashes, Dunbar junior dramatics. 8 p. m., Manchester A. C.

CLEVELAND.

Eighth and T streets northwest, Miss Etta Johnson, community secretary.

Tuesday—7:30 p. m., Amphion Glee Club, Columbia Temple Singers, Dennison art group, home hygiene group, lampshade making, Washington Concert Orchestra, S. Coleridge Taylor Choral Society.

Thursday—7:30 p. m., adult piano group, basketry group, Dennison art group, lampshade making, Knights of St. John Military Band and Orchestra.

Friday—3:15 p. m., music extension piano group.

Saturday—10 a. m., rhythmic group, corrective speech group.

GARFIELD.

Alabama avenue and Twenty-fifth street southeast, Mrs. C. J. Knox, community secretary.

Wednesday—3:15 p. m., Music group. 4 p. m., dramatics and dancing for children. 5 p. m., Toy Symphony Orchestra. 8 p. m., Thimble Club, art and craft groups, girls' activities, boys' and mens' activities, Young Men's Social Club.

LOVEJOY.

Twelfth and D streets northeast, Mrs. R. J. Gray, community secretary.

The athletic and industrial art groups will continue with their usual schedules.

The social and study groups are being reorganized for the second term of the season.

WEST WASHINGTON.

Phillips School, Twenty-seventh and N streets northwest, Mrs. Florence Neal, community secretary.

Friday—7:30 p. m., Regular Fellows Club, Forget-Me-Not Club, handwork in paper, reed, wax and clay; lampshade making in paper, silk and beads; girls' activities, social dancing, community singing, modeling.

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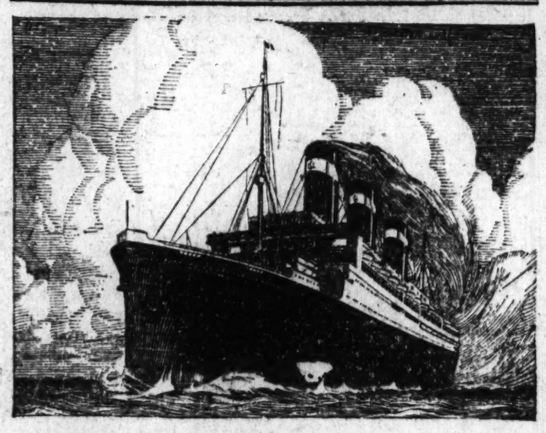
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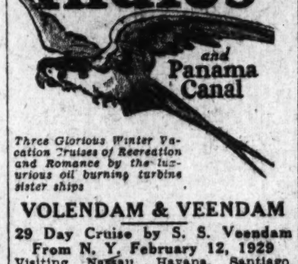
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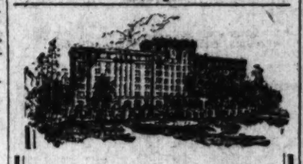
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Governor Loses Siesta Chamber

Austin, Tex., Jan. 26 (A.P.).—The governor of Texas no longer enjoys accommodation for siestas at the Statehouse. Because of the need of more space for bureaus, the bedroom, provided for the governor when the capitol was built 40 years ago, has been converted into an office.

The bed in which many a chief executive took a nap now reposes in the basement, accumulating dust and cobwebs. It has never been used by the present governor, Dan Moody, who is not afflicted with the siesta habit.

Mexico Would Teach Children Temperance

Mexico City, Jan. 26 (A.P.).—Henceforth Mexican school children will learn, among other things, that alcoholic beverages when taken in large quantities have an injurious effect on the mind and body.

Teaching of this doctrine in the public schools forms part of President Portes Gil's campaign to educate the people away from the drink habit. He hopes that through learning and acquiring an interest in clean amusements, which the government intends to encourage, the people will gradually lose their desire for intoxicating liquors.

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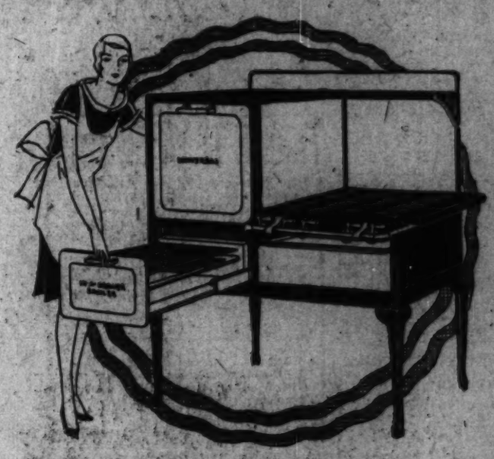
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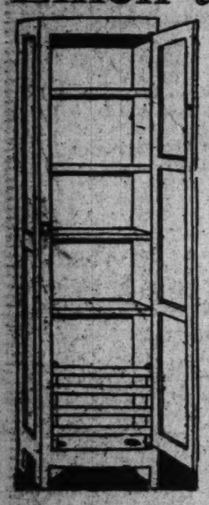
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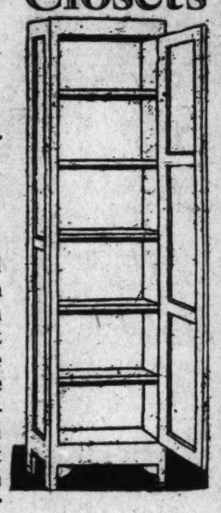
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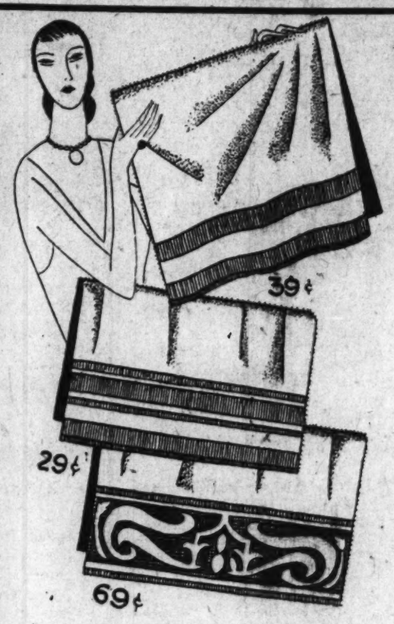




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Six for $1.05

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22x44 inches to 23½x47 inches. Extra heavy. Made of double thread material. White with colored borders.

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Amusements

The Washington Post.

Amusements

WASHINGTON: SUNDAY, JANUARY 27, 1929. F

Attractions in the Photoplay Houses

THE CURSE OF THAT ACHING ART—AND THE MONEY PUZZLE

By NELSON B. BELL

DURING the comparatively short period that the audible screen has been in course of development, this department, from time to time, has emitted what it has hoped would prove to be withering blasts, aimed at the pernicious custom of introducing theme songs at points in the action of sound-pictures where theme songs have no business being introduced.

My reiterated pleas for sanity on the part of the producers and directors in this vital regard have not wholly failed to muster a reasonable number of emphatic proponents to their support. Neither have they been entirely unsuccessful in arousing the enthusiastic antagonism of a considerable group who believe—and not altogether without tangible evidence to corroborate their view—that I am the one who is crazy.

Possibly I have failed to make myself clear. The whole point of the thing, it seems to me, is this.

When a silent drama occupies the screen and the musical accompaniment is supplied by a visible orchestra in the pit, or by a pipe organ, with organist and console in plain view, the spectator entertains a completely different viewpoint than when the music gives the impression of emanating from the screen and the same source as the visible movement of the pictured subject. The orchestra or organist is obviously providing a single individual's conception of what the musical interpretation of the picture should be, and, by the very license conveyed by complete separation from the film, is privileged to interpolate effects that need not be, and in fact give no appearance of being, indigenous to the activities going forward on the silver sheet.

The synchronized accompaniment, apparently springing from the same general source, if not precisely the identical mechanism, as the portion of the entertainment appealing solely to the eye, at once limits itself to the reproduction of only such audible embellishments as may rationally be held to be inherent in the action the camera has recorded.

In other words, since the screen is itself providing both the picturized event and the sounds which that event would naturally occasion, it may not with impunity go beyond the limitations of that specific event for its auricular commotions.

• • • •

THIS is no more than a simple rule of logic, observance of which, I should think, would be prompted by common sense. Yet, it is a rule that is constantly being violated in most flagrant fashion to the acute annoyance of many in the audiences assembled in the picture houses who perceive in the transgression nothing more salutary than a quick means of destroying whatever illusion the picture has been able to create.

The mere fact that a theme song has been written to illuminate—or supposedly so—the thematic impulse that motivates the picture, in no way justifies the impairment of effect that too often attends its indiscriminate interjection by a wheezy tenor at points where the scene encompasses no wheezy tenors and no facilities for the soothing processes of romantic ballading.

Frequently the interruption is orchestral or choral and its irritating potentialities so find themselves distressingly magnified. I have previously cited, I believe, the highly mischievous effect that was produced in the first Pola Negri sound-picture when she and her lover were unaccountably serenaded by an invisible chorus choir whose musical ministrations began indoors, proceeded with the romantic pair down a village street, accompanied them through the amusement devices of a summer park, where they rode on a Ferris wheel, followed them back up the street and saw them again safely ensconced in the house from which they had earlier begun their happy jaunt. There was absolutely no justification in anything revealed by the picture for the belief that a score or so of thoroughly trained singers made it their business to supply a vocal background for the wooing of a maid by a youth wherever the two might go, indoors or out.

In "Submarine," an otherwise tensely interesting melodrama, the producers would have us believe that a barytone and a small orchestra were waiting on the beach for the return of Jack Holt and Ralph Graves from the rescued undersea craft so that they might hear the new song that had just been written about pals who would never be separated again—or something to that general effect. Despite the testimony offered at the Earle last week, it has never fallen under my observation that sailors are met at the docks by song pluggers and jazz bands.

And I believe there is some similar offense against the common sense of the situation in as recent and as thoroughly diverting an all-dialogue picture as "In Old Arizona," current at the Fox, although having previewed this first of the outdoor talkies during the sleepy hours of the early morning, I would not swear to it, and so hesitate to do an injustice to an achievement in every other respect noteworthy.

• • • •

THE whole off-key business had its inception with the unfortunate popularity of one or two of the earlier theme songs that demonstrated how efficient, no matter how ill-judged, the audible cinema could be made as a far-reaching popularizer of lilting melodies. And many of the theme songs have been just that. I harbor no grudge against the interpretative composition, as such, but merely wish it kept in its place.

That happy consummation, although devoutly to be wished, will probably never come about. The theme song has revealed itself as too much of a quick money maker. Important money. It has been found that the sales of a song, even of mediocre quality, "plugged" by presentation as an integral part of a synchronized and widely distributed feature picture far exceed those of even a better number advertised by less direct methods.

So every big producing company engaged in the manufacture and distribution of sound-pictures has not only employed its own staff of song writers, to follow the pictures around the sets during process of production for purposes of perpetrating theme songs that will be ready for release with the films they are designed to adorn, but in a majority of instances has either purchased outright, or bought into, established music publishing concerns, in order that none of the profit accruing from this latest "racket" may escape the rapacious maws of the magnates.

In short, the motion picture industry has practically made a simian of the meat packing industry which utilizes every part of the pig but the squeal. The movies are even cashing in on that!

• • • •

IT may well be that the boys need the money. Variety, the thesaurus of the theater, in its issue of January 23, to hand on date of issue, as this is written, reveals startling figures to indicate the amazing lack of thrift in an industry that is indelibly stamped in the public mind as an opulent synonym of "big money."

It seems that of some 20,000 millionaires in the United States only a meager 150 are to be found in the bogusly plutocratic personnel of the commercialized celluloids. Comparative surveys are said to show that the film industry has more million-dollar-a-year people and less millionaires than any of the large industries of the country, among which it ranks third or fourth in volume of business.

There are scarcely a dozen film stars who may be safely rated as millionaires. The total has only reached that number since Al Jolson, Eddie Cantor and Paul Whiteman have entered the field to make talking pictures. Prior to that, a group of ten, including Harold Lloyd, Lon Chaney, Colleen Moore, Ruth Roland, Douglas Fairbanks, Mary Pickford, Marion Davies, Charles Chaplin, Tom Mix and Clara Bow, was about as far as one might dare go with any hope of keeping the truth in sight.

Newly in the business through radio and talking equipment affiliations are J. G. Harbord, P. L. Deutch and David Sarnoff. Will Hays is rated a millionaire.

Among the authors less than five are said to be of any considerable wealth, Rupert Hughes probably topping the list with Zane Grey following close.

Pardon me, but could you lend me a dime until tomorrow?



Norma Shearer in "A Lady of Chance" —Palace.



Alice White in "Naughty Baby"—Earle.

EDDIE LOWE IS BUT ONE AMONG A RARE GALAXY

What screen devotee is there who does not remember, and with pleasure, the inimitable portrayal by Edmund Lowe of Sergt. Quirt in Raoul Walsh's unforgettable Fox Film production, "What Price Glory?"

Sergt. Quirt, hard-boiled marine, lifted Eddie Lowe from the handsome leading man type to a real honest-to-goodness character actor, and the transformation won him a host of new admirers.

It was freely predicted that Lowe never would surpass that impersonation on the screen, but in due time along came "Dressed to Kill," an Irving Cummings production, and again Lowe amazed his most ardent admirers.

His Mile-Away Barry characterization in the underworld picture was a combination of the handsome leading man, immaculately dressed, and the king of crookland, a wolf in sheep's clothing. Reviewers seemed agreed that Lowe had reached the highest point of characterization in "Dressed to Kill," but Lowe did not feel that way, and neither did Fox Films executives.

They bided their time. Production was about to begin on the first feature length all-dialogue drama to be made by Fox Movietone. It was "In Old Arizona," based on a story by Tom Barry, from an original by O. Henry.

"In Old Arizona" is a story of the romantic Southwest in the late '90s, the period before standardization had erased its glamour and color.

Sergt. Mickey Dunn is the role Edmund Lowe plays. Dating back twenty years from the period in which he played a marine in "What Price Glory," it has even more color, more picturesqueness.

Warner Baxter plays the Cisco Kid, Dorothy Burgess, Tonia Maria, and a score of the leading film stars and featured players are in the supporting cast.

The stage portion of the Fox program will be an old-time jamboree, in the atmosphere of the picture, titled "Frontier Jubilee." The gorgeous Fox muchachitas will be featured along with a group of cowboy clowns, the seven Candreza brothers, Dolores Cordova, held for a second week; the Arizona Quartet and other novel features.

The Fox Grand Orchestra, under the baton of Leon Brusiloff, will offer as the overture "Serenade in Blue," a special arrangement of a famed old melody, while the Fox Movietone News will present world events in sound and motion.

A NEW TEAM OF FUNMAKERS ARE SEEN AT EARLE

Flippant Alice White and handsome, smiling Jack Mulhall are the featured costars of "Naughty Baby," the First National-Vitaphone production now playing at the Earle Th ter. Miss White, the sensational flapper discovery of the past year in moviedom, made her screen starring debut in "Show Girl." Then First National chose her to be featured with the popular master of comedy among male stars, Jack Mulhall. They prove to be one of the most interesting teams that has come to the screen for some time.

"Naughty Baby" is a typical story of life in New York City and its surrounding resorts, and it is directed with the zip and humor for which Merwyn LeRoy, who also megaphoned "Harold Teen" and Colleen Moore's "Oh Kay," is noted.

Miss White is a check girl at the Ritzy Hotel. She is one of the girls of flapper face and figure who have champagne ideas on a home-brew income. Mulhall, as might be imagined, is the youthful heir to a fortune, and he provides the champagne possibilities. He is out gilding along the Great White Way with a broad brush, and Alice helps him.

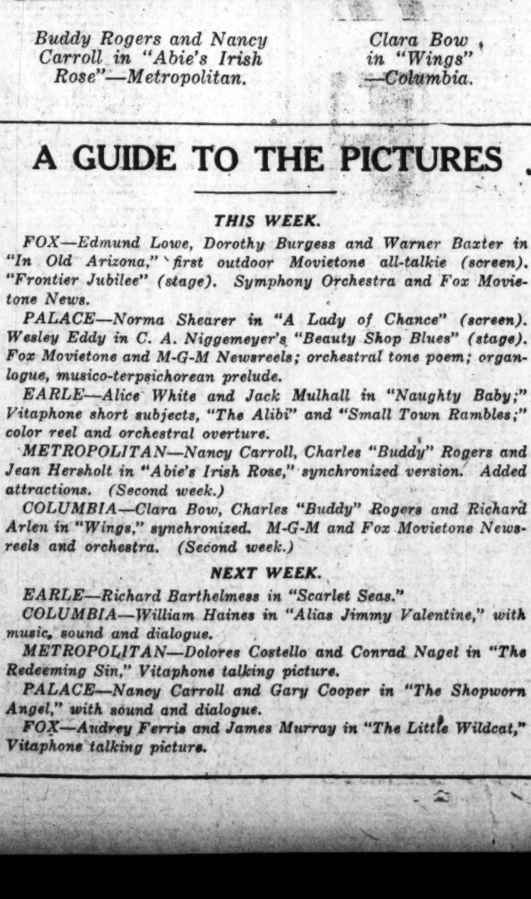
She doesn't stop at all at two-timing. She has three other boys on the string, an Irishman, a Jew and an Italian, very amusingly played by Andy Devine, Benny Rubin and Georgie Stone. What she doesn't promote from them for her conquest of Mulhall is nobody's business, for Andy works in a garage, and can get swell cars; Benny works in his uncle's pawn shop and can borrow jewels, and Stone is assistant to a modiste, and gets her to "loan" him her most gorgeous gowns.

The story is breezy and replete with laughs. Thelma Todd, Doris Dawson, Fred Kelsey, James Ford and half a dozen other well-known players combine to make a notable cast.

The supplementary program for the week will include a Vitaphone presentation, "The Alibi," a stirring dramatic playlet in which the title role is played by Kenneth Harlan and in which he is supported by John Saintpolis and Robert Elliott; "Small Town Rambles," one of the latest Vitaphone short numbers, featuring Al Abbott; a beautiful color reel, entitled "Coloring the Stars," and concert overture, "The Three Musketeers," by the Earle Concert Orchestra, Daniel Breeskin conducting.



Warner Baxter in "In Old Arizona" —Fox.



Buddy Rogers and Nancy Carroll in "Abie's Irish Rose"—Metropolitan.

Clara Bow in "Wings" —Columbia.

A GUIDE TO THE PICTURES

THIS WEEK.

FOX—Edmund Lowe, Dorothy Burgess and Warner Baxter in "In Old Arizona," first outdoor Movietone all-talkie (screen). "Frontier Jubilee" (stage). Symphony Orchestra and Fox Movietone News.

PALACE—Norma Shearer in "A Lady of Chance" (screen). Wesley Eddy in C. A. Niggemeyer's "Beauty Shop Blues" (stage). Fox Movietone and M-G-M Newsreels; orchestral tone poem; organ-logue, musico-terpsichorean prelude.

EARLE—Alice White and Jack Mulhall in "Naughty Baby;" Vitaphone short subjects, "The Alibi" and "Small Town Rambles;" color reel and orchestral overture.

METROPOLITAN—Nancy Carroll, Charles "Buddy" Rogers and Jean Hersholt in "Abie's Irish Rose," synchronized version. Added attractions. (Second week.)

COLUMBIA—Clara Bow, Charles "Buddy" Rogers and Richard Arlen in "Wings," synchronized. M-G-M and Fox Movietone Newsreels and orchestra. (Second week.)

NEXT WEEK.

EARLE—Richard Barthelmess in "Scarlet Seas."

COLUMBIA—William Haines in "Alias Jimmy Valentine," with music, sound and dialogue.

METROPOLITAN—Dolores Costello and Conrad Nagel in "The Redeeming Sin," Vitaphone talking picture.

PALACE—Nancy Carroll and Gary Cooper in "The Shopworn Angel," with sound and dialogue.

FOX—Audrey Ferris and James Murray in "The Little Wildcat," Vitaphone talking picture.

THEY ARE BOTH BAD ENOUGH IF THEY TRY HARD

Is the female of the species more deadly than the male?

Norma Shearer, star of "A Lady of Chance," the Metro-Goldwn-Mayer picture now being shown at Loew's Palace, with sound synchronization, says "No." Robert Leonard, her director, says "Yes." And there you are.

"A Lady of Chance" deals with the adventure and romance of a girl who poses as a poor, abused telephone operator, but who in reality is one of the most active professional gold diggers in New York, her innocent appearance being her greatest weapon when she begins to take bankrolls away from those lonesome wealthy gentlemen who flirt with strange women and seek their companionship.

"A woman may have her own shrewd and decidedly clever way of being a thief," says Miss Shearer, "but to every woman love is her conqueror; she knows it and when the right man comes along she will reform and gladly give up gold digging in favor of home building and romance. Women only become crooks because they have been deprived of the things that are necessary to attract romance. A woman has as much nerve as a man, any day, and when she sets her mind to accomplish something she'll venture where angels fear to tread. But romance is a sacred thing to her, and when she finds that her victim has a romantic manner about him the victim becomes an idol and the game is up. A woman may be a marvelous crook, but she is a better home builder than a home wrecker and her greatest prize is love."

"May be so," says Director Leonard. "May be so, but a woman has a method all her own. I'd rather have a man stick a gun under my nose and take my wallet away from me than meet a woman burglar, any time. The police records and the newspapers prove that a woman is the superior crook."

On the stage Wesley Eddy and the Palace Syncopators are presented in C. Niggemeyer's colorful revue. "Beauty Shop Blues." The Gibson Sisters in acrobatic dance routines; Stanley House in a bit of nonsense; Karavaeff, the dancing Russian bellhop; Helen Lloyd, in imitations, and the Foster Girls are featured in the unit. The Palace Orchestra presents a color-art tone fantasy, "Farandole," by Bizet, conducted by Harry Borjes. The Fox Movietone News, the M-G-M News, a musical confession by Charles Gaige at the organ, and a thematic prelude employing Ivy Stevens as a dancer, complete the added attractions.

STAR PLAYERS ABOUND IN AN UNUSUAL CAST

Nancy Carroll, the popular Paramount player, who essays the role of Rosemary in the picturization of Anne Nichols' "Abie's Irish Rose," which is now the major screen attraction at the Metropolitan Theater, will be heard singing the theme song, "Rosemary," in the Paramount picture. By virtue of the film's being synchronized with quality of sound and chants, audiences are given the opportunity to witness an exceptional performance.

Miss Carroll is a product of the stage. Before she entered the motion pictures she appeared in several stage productions in New York, where she danced and sang her way to recognition. Going to California as the "lead" in a New York production, she was given an opportunity to work in motion pictures. Her versatile ability gave her the prize role of the year in "Abie."

Not only will the audience hear her sing two Irish songs, but they will have an opportunity to see and hear her go through a waltz clog routine. The taps are distinct, and give an added thrill to the sequence.

Included in the stellar cast is Charles "Buddy" Rogers, popular Paramount star, who assumes the role of Abie. Rogers' rise to cinematic fame has been nothing short of sensational. A little over two years ago the star was totally unknown, and at the present time Rogers receives more "fan" mail than any other male star in motion pictures, a sure sign of movie fan acclaim.

Another star of stellar proportions is Jean Hersholt, who plays the part of Solomon Levy, Abie's father. His dramatic characterization is one of the finest performances ever given by a screen actor.

Others in the cast include J. Farrell MacDonald, Camillus Pretal, Nick Cogley, Ida Kramer and Bernard Gorcey. The film was directed by Victor Fleming, the "hit" director of Hollywood.

Last week's surrounding program will be continued through the second week of the run.

Stallings Again.

Laurence Stallings, playwright and novelist, who wrote "The Big Parade," and collaborated on "Show People," has signed another contract with Metro-Goldwn-Mayer, and will leave for the studios in Culver City within a few days to begin work on talking pictures.

SOMETHING OF THE HOSTESS OF POST'S CONTEST WINNER

"COQUETTE," Mary Pickford's talking screen version of the play by Ann Preston Bridges and George Abbott, will bring Miss Pickford's voice back into the theater after a "silence" which dates from May 3, 1913. On that day the David Belasco production, "A Good Little Devil," in which Miss Pickford played the role of Juliet, the little blind girl, drew its final curtain at the Republic Theater, New York City.

The presentation of bobbed-haired Mary Pickford in a grown-up, romantic screen role will mark another climax of a career which began in 1897, when at the age of 4, she became a member of the Valentine stock company, presenting melodramas of the period at the Victoria Theater, Toronto. There is record of her having played the part of "Cissy" in "The Silver King" during that year.

The successive steps, when Gladys Smith became Mary Pickford on the Broadway stage; when she was known as "Little Mary" of the one and two-reel pioneering movies, and when she eventually became known as America's sweetheart, a soubriquet bestowed upon her by David Grauman, father of Sid Grauman, Los Angeles showman—all mark milestones in a steady advance in Miss Pickford's position.

At the age of 9, when old enough to handle speaking roles, Miss Pickford became a member of a road company. Later she joined Chauncey Olcott's company presenting "Edmund Burke."

After several months with Olcott in "Edmund Burke" the company at last arrived in Elizabeth, N. J., where she heard that David Belasco was casting "The Warrens of Virginia." She secured a hearing with Mr. Belasco and made her Broadway debut in the role of Betty Warren at the old Belasco Theater, Broadway at Forty-second street, on December 3, 1908, and was known on the program as Mary Pickford.

In May, 1909, following the close of this piece, she applied to D. W. Griffith, then making one-reel films at the old Biograph studios in East Fourteenth street, New York, for a part in pictures. Her first production was "The Lonely Villa." Miss Pickford entered the films at a time when stage actors, fearing for their legitimate prestige, refused to have their names listed on the screen. Her personality asserted itself, however, and she became known to the first film fans as "Little Mary."

From Biograph Miss Pickford acted in Majestic and Imp films, until in January, 1913, when she returned to the stage in "A Good Little Devil." At this time she was an outstanding film player of the day, but, nevertheless, she willingly accepted the role of Juliet, the little blind girl, at the Republic Theater, New York.

The play opened January 8, 1913. In the cast were Ernest Lawford, Ivan Marlin, William Norris, Ernest Truex, Edward Connelly, Etienne Girardot, Wilda Bennett and Lillian Gish. "A Good Little Devil" was written by Rosemond Gerard (in private life Mme. Rostand). It was described by the New York Times critic as being "a very beautiful and rare thing." Regarding Miss Pickford, the New York Times reviewer said:

"Miss Mary Pickford not only looks like the little Juliet to perfection—a beautiful picture child—but acts the role with abundant grace and feeling and real childish spirit. Miss Pickford's diction is so good that it suggests the 'movies' as a desirable place for some of our actors to improve their elocution. * * * It would be necessary to search far and wide for a more alluring group of fairy maidens than Wilda Bennett, Edna Griffin, Lillian Gish and Claire Burke."

Nevertheless, it was after the closing of this play that Miss Pickford abandoned the footlights. She went with Daniel Frohman's Famous (screen) Players company at a salary reported to be $1,000 weekly. In 1915 Miss Pickford headed her own company at a reported salary of $2,000 weekly, and newspapers carried featured articles on her being the highest-salaried woman in the world. Miss Pickford released her productions through the Famous Players company, her salary mounting and her popularity increasing.

On April 17, 1919, Miss Pickford established herself as a distributor as well as a producer, when, with Douglas Fairbanks, Charles Chaplin, D. W. Griffith and William S. Hart, the United Artists Corporation was formed.

In "Coquette" Miss Pickford will be seen and heard as a vivacious, charming young Southern belle who defies family and convention for the man she loves.

After a three-week rehearsal the picture, under the direction of Sam Taylor who directed Miss Pickford in "My Best Girl," has been placed in production at the United Artists studio in Hollywood. It will be released this year.

John Mack Brown will play the role of Michael, opposite Miss Pickford. Others in the cast include John Gallaudet, as Dr. Besant; John Osiea, as Stanley Wentworth; George Irving, as Mr. Wentworth; William Janney, as Jimmy Besant, and Louise Beavers, as Julia, the colored servant of the Besant family.

With the exception of John Mack Brown, who came to the films from a college gridiron, all of the players have been on the speaking stage. Every member of the cast was required to make a number of tests of both voice and photography before being chosen by Miss Pickford.

A PROGRAM OF DEVELOPMENT OF NOISES FOR THE SCREEN

COMPLETE justification of the policy of drawing on the Broadway stage for casts that can talk is seen by Jesse L. Lasky, first vice president in charge of production of the Paramount Famous Lasky Corporation, who recently expressed enthusiastic approval of the all-talking pictures made at the reopened Long Island studio, and told of extensive plans for future productions in the East.

Mr. Lasky during recent weeks has been closely in touch with the Eastern studio, personally watching the work and conferring with executives as to policies to be pursued.

"The two first all-talking feature pictures made at the studio, 'The Letter' and 'The Hole in the Wall,' have completely justified the policy of drawing upon the Broadway stage for casts than can talk," said Mr. Lasky.

"These two pictures, showing the widest variety in type and subject matter, should be recognized as setting new standards of excellence. So rapid is the advancement, mechanically and technically, in this new field that I believe these latest productions will be able to surprise and delight the public. To my judgment they seemed to be superb achievements. I have also viewed about twenty short features produced at the Long Island studio, and I am delighted at their high quality.

"'The Letter,' which is to have its premiere at the Criterion Theater in a few weeks, is an outstanding example of a fine stage play being provided with a great cast and adapted for the films with taste, skill and fidelity. Jeanne Eagels, the star, has turned in a performance of which any actress on either stage or screen might be proud. The supporting cast includes O. P. Heggie, Reginald Owen and Herbert Marshall, all of them established names on the speaking stage. It was directed by Jean de Limur, under the supervision of Monta Bell, the studio production executive.

"'The Hole in the Wall' was designed to be a spectacular thriller with a varied range of sound and lavish pictorial quality. It was directed by Robert Florey, an expert in novel angles and striking shadow effects. I found it high-pressure, exciting entertainment. The cast includes Claudette Colbert, one of the most sought-after young leading women on the stage; Edward G. Robinson, greatest of modern character stars; David Newell, a juvenile lead of great promise, and the established favorite, Louise Closser Hale.

"Following the successful completion of these features, the studio now has embarked upon the production of two big pictures of the highest importance. Richard Dix, our great star of the silent screen, who has a right legitimate background, is making that fine stage farce, 'Nothing But the Truth.' And Walter Huston, stage star of 'The Barker' and 'Elmer the Great,' heads the cast of the successful newspaper drama, 'Gentlemen of the Press.'

"The cast of the Dix picture is one of the most imposing ever assembled. It includes Edna May Oliver, Helen Kane, Elvia Enders, Louis John Bartels and Ned A. Sparks. The director is Victor Schertzinger, to whom we must credit some of Paramount's best pictures of the year just past. 'Gentlemen of the Press' is being directed by Millard Webb.

"On the first of February we expect to begin our first big musical comedy in talking films. The Cocoanuts,' starring the greatest comedy attraction of the stage, the Four Marx Brothers. George S. Kaufman, author of the books for the stage production of 'The Cocoanuts,' is advising us. Irving Berlin, composer of the original music, is writing a new score.

"In March we plan to start another big starring drama for Jeanne Eagels. It will have a cast and be produced on a scale as great as 'The Letter.'

"Production of short features at present has been brought up to schedule, and will not be resumed until the first of February. During the year, however, we expect to make about 50 talking shorts. An unusual characteristic of the shorts made so far, and a policy to be continued, is the high production value in these one, two and three reel films. Nothing has been stinted in the sets, and the best Broadway attractions have appeared.

"'Night Club' and 'The Pusher-in-the-Face' are the most ambitious of the short productions so far. They have all-star casts from Broadway, including more than two dozen big names of the same type as Ann Pennington, Fannie Brice, Bobbe Arnst, Estelle Taylor, Raymond Hitchcock and Lester Allen.

"Other attractions among our completed shorts are Eddie Cantor, Walter Huston, Borrah Minevitch, Ruth Etting, Lynn Overman, Eddie Peabody and his band, Smith and Dale and their Avon Comedy Four.

"The production of the two big feature pictures and a score of short subjects, and the bringing of the studio to its present smooth operation as an efficient concern represents a tremendous achievement for the last seven months.

THE WARNERS OFFER THEIR NEWEST YOUNGSTER SUCCOR

AN announcement which will affect motion picture theaters all over the country was made last week by First National Pictures, Inc., to the effect that, beginning immediately, the organization's product will be known as First National-Vitaphone Pictures, and that this company will have at its disposal the complete facilities to produce talking and sound synchronized motion pictures of all Vitaphone equipment and sound-proof stages concerned in the combining of a motion picture production with dialogue, musical and sound effects.

The present Vitaphone organization employs more than 300 trained technical experts, who have been experimenting toward the perfection of talking pictures, and in this affiliation First National Pictures, Inc., will have the advantage of this trained machine and the millions of dollars which have already been spent in experimentation in this new development in the motion picture industry. It will, of course, be necessary to enlarge the organization roster as work progresses in the new combine.

H. M. Warner, whose company was responsible for the launching of Vitaphone and its usage in motion picture production, has had this to say:

Among the First National-Vitaphone productions listed are "Why Be Good" starring Colleen Moore; "The Divine Lady" and "Prisoners" starring Corinne Griffith; "His Captive Woman," starring Milton Sills and Dorothy Mackaill; "Weary River" and "Diversion," starring Richard Barthelmess; "The Man and the Moment," starring Billie Dove; "Children of the Ritz," costarring Dorothy Mackaill and Jack Mulhall and numerous others.

Junior Coghlan has just completed his first dialogue production, "Square Shoulders," and from all reports, the youthful player handled himself like a veteran.

Close Ups—Pre-views—Retakes and Rushes

W. SOMERSET MAUGHAM TO WRITE ORIGINAL FOR INA

W. SOMERSET MAUGHAM, most noted and successful of living English dramatists, has been engaged to write a play for Ina Claire's first motion picture. His acquisition as the author of this starring vehicle is indicative of the importance with which the producer views the series of pictures to be made with Miss Claire.

This is the first time in the new art of the talking picture where a dramatist of international celebrity has been secured to write an original play, and for a specified star with whose talents and personality he is well acquainted. The association of the two names is a happy one and assures an extraordinary importance for Miss Claire's premiere as a Pathe star.

It will not be the first time for Miss Claire to appear in a Maugham play. This last spring she registered her most recent New York success in "Our Betters," originally produced in America by John D. Williams at the Hudson Theater. This play was rated by Thomas H. Dickinson, editor of Chief Contemporary Dramatists, as one of the great modern comedies worthy of a place beside the works of Schnitzler, d'Annunzio, Rostand and Gorki.

The latest work of Maugham's to reach the American stage is "The Sacred Flame," which recently ran at the Henry Miller Theater in New York.

W. Somerset Maugham was born in Paris in 1874 and educated in England and at Heidelberg, studying for a medical career. His first play, "Schiffbruchig," was produced in Berlin in 1901. He has written and had produced over 25 plays, the majority of which have played in both England and America. Among them were "Lady Frederick," with Ethel Barrymore; "Jack Straw," with John Drew; "The Land of Promise," "Our Betters," "Mrs. Dot," "East of Suez" and "The Constant Wife," also with Ethel Barrymore as the star.

He is the only writer who has ever had four dramatic successes playing at one time in the London theaters. His versatility is shown in the fact that not only is he a great playwright, but also a doctor, lawyer, novelist and short story writer. As a novelist he has published some ten novels. Two of his short stories made successful plays—"Rain," with Jeanne Eagels, and "The Letter," with Katherine Cornell. His most famous novel, "Of Human Bondage," is reckoned a modern classic.

During the World War Mr. Maugham served as a doctor in France.

In his sense of the dramatic, the depth of his imagination, vivid power of expression and excellence of play construction, Mr. Maugham is excelled by no living playwright of any nationality. It is certain that his contribution to motion pictures will be memorable.



W. SOMERSET MAUGHAM, the noted English playwright and novelist, has been signed by Pathe to write an original screen starring vehicle for Ina Claire.

FLASHBACKS AND FADEOUTS

Paul Perez has been assigned to title "Why Be Good," Colleen Moore's recently completed story. He has just completed the titles for Richard Barthelmess' "Weary River."

Ken Maynard, estern star, recently had a narrow escape when his cutting room went up in flames. Maynard and several cutters departed without ceremony, after an explosion wrecked the building.

Raoul Walsh, director, who has been in New York for several weeks, is en route to Hollywood to begin his next production, "The Cockeyed World," from a story by Lawrence Stallings. Walsh has been recovering from an eye injury that took place in Utah when a jackrabbit jumped into the windshield of his car.

Recent additions to the cast of the forthcoming picture, "The Squall," include the names of ZaSu Pitts and Richard Tucker. Myrna Loy will be seen as the exotic gypsy girl in the screen version of the successful Broadway play and others in the cast are Alice Joyce, Loretta Young and Nicholas Soussanin. Alexander Korda is directing the production.

Box-office men throughout the country state that eight out of ten people who buy tickets for "The Barker," starring Milton Sills and Dorothy Mackaill ask the question, "Is 'The Barker' a dog picture?" or "Is Rin-tin-tin in the cast of 'The Barker?'" Incidentally, the picture is playing to capacity at the Central Theater on Broadway where it is now entering its sixth week and is also meeting with success throughout the country.

A new form of "shadow boxing" has been developed in motion picture studios producing talking pictures, and a trained crew of "boxers" have made their appearances at Metro-Goldwyn-Mayer studios. While filming exterior night sequences the use of high powered lights are generally needed and the microphone invariably casts its shadow some place in the scene. Specially trained men use regular cardboard box material to block out the shadows.

Southern California is the land of extremes. While Billie Dove and her "Man of the Moment" company were making bathing scenes at Catalina, Alice White and her "Hot Stuff" troupe were doing ice skating scenes, only a few miles away.

The versatility of Frank Reicher, who has an important role in Pathe's first all-dialogue production, "Strange Cargo," is shown by the fact that two seasons in musical comedy were sandwiched between an engagement in Ibsen dramas and several years with Sothern and Marlowe in Shakespearean roles. In addition, followed his stage career with several year's work as a theatrical director.

H. B. Warner, who played Christ in "The King of Kings" and the father role in "Sorrell and Son," and who is well known to millions of moviegoers because of other excellent performances, will give them an opportunity to hear the voice which also has won him fame on the legitimate stage in Paramount's all-talking film, "The Doctor's Secret," adapted from James M. Barrie's play, "Half an Hour."

Jeanette Loff, featured player in Pathe pictures, is spending a holiday in Portland, Oreg. Although her friends in Portland knew that Jeanette, under the name of Jan Love, had gained stage experience with Monte Carter's Stock Company at the Baker Theater, her Hollywood associates did not discover the fact until Jeanette inadvertently mentioned it after she had been praised by Edmund Goulding for registering an excellent voice test for the talkies.

J. L. Warner announced last week the signing of another prominent script writer to the scenario staff of Warner Bros. Julian Josephson has been put under a long-term contract and has received as his initial duty the preparation of the scenario for Al Jolson's next Vitaphone special, "Mammy." Josephson's new contract brings him back to the lot where he has previously done his most notable work which has included the adaptation of such screen hits as "Main Street," "Lady Windermere's Fan," and "Brass."

SALIENT FACTS PERTAINING TO AIRPLANE EPIC

The director of "Wings," who with this production made lasting fame for himself, was William A. Wellman. He, himself, was a bold "knight of the air," serving in the Lafayette Escadrille of France during the World War.

The author of "Wings," in its second week at Loew's Columbia, John Monk Saunders, conceived the idea for his story from his personal experiences as an aviator during the World War. He was a Rhodes scholar who did his term at Oxford. Here is a flyingman who can handle a pen as well as he can handle a joy-stick.

The producer of "Wings" was Lucian Hubbard, who brought to this picture that flair for thrillful finesse that characterized his work in all of the Zane Grey pictures. He is a producer with an uncannily accurate sense of values and he has seen to it that the desired elements of thrills, romance, spectacle, whimsy, humor and originality have been woven into "Wings."

The cameramen of "Wings," the courageous crankers who risked their lives that this epic might be captured for all time, were led by Harry Perry. In some instances they were strapped over the engine hood, a few inches from the death-dealing propellor; at other times they were strapped out on the wings of a machine while the pilot executed rolls, loops and flipflops.

The players in "Wings" compose a group unexcelled for excellence. Charles Rogers and Richard Arlen head the list as the daring young fliers who rake the air in their search for the biggest things in life. Clara Bow is delightfully cast as "the little girl next door." Jobyna Ralston is "the other girl." El Brendel and "Gunboat" Smith supply the humor and Gary Cooper, Julia Swayne Gordon, Henry B. Walthall, Arlette Marchal and many others are also in the cast.

Rounding out the program there are M-G-M News, the Fox Movietone News and the Columbia Concert Orchestra, under the direction of Claude Burrows.

TALKING FILMS RECLAIM MANY FROM FADE-OUT

It is beginning to look like Old Home Week around the New York and Hollywood studios of the big movie makers since the sound-reproducing pictures have made it essential that the film stars speak English without a Serbian, shop girl or stockyards accent.

The call is going out along Broadway, through the vaudeville circuits and the booking agencies, and players who had their brief spells of stardom in the days before Chaplin was discovered are being called back from the speaking stage and even from retirement. Reason? They know how to open their mouths without sounding like train announcers and waitresses.

Photoplay Magazine in its current issue lists the most notable of these comebacks since the silent drama found its tongue. Robert Elliott is one of the most notable.

Elliott made his picture debut along with Bill Hart—and that was many years ago. He was popular and he was a good actor. But the films began emphasizing sheiks, polished hair and collar-ad profiles. And Elliott didn't have any of those. He wasn't pretty enough, so he went back to character parts on the stage, where enunciation counted for something.

Then came sound. The new crop of film players went panicky trying to find their voices, if any, and some one remembered Elliott.

Pauline Frederick left Hollywood only a few years ago. The producers thought she was through and so did she. Now she has made a triumphant return in the speaking films and has been signed for a whole series of Vitaphone dramas.

Bessie Barriscale was a star when the movies were pioneering and hasn't been seen on the screen these many years. But she, too, is back on the strength of her voice. Her first appearance is in Pathe's "Show Folks."

Mildred Harris, once Mrs. Chaplin, is another who is returning to the screen after several years of absence because she knows how to speak her lines. And Bessie Love, who had been in vaudeville for several years, is in Hollywood again, signed to an ample contract.

Unlike most of the foreign stars who have been hard hit by the sound pictures, Antonio Moreno, who speaks perfect and liquid English, is finding them a tonic, reports the Photoplay article. His popularity was doing a quiet fadeout when First National discovered that he had been hiding a splendid speaking voice all these years.

SCREEN LIFE IN HOLLYWOOD

By WADE WERNER.

HOLLYWOOD.—Now that the organized publicity men of the movies have picked thirteen film ingenues deemed worthy to be called the baby stars of 1929, it becomes apparent that it will take a more than ordinary gift of prophecy to foretell how many of the "lucky 13" actually will reach full-fledged stardom.



In past years the problem has been far simpler. The fact that the 1926 baby star list included such names as Mary Astor, Joan Crawford, Dolores Del Rio, Janet Gaynor and Dolores Costello shows that publicity men can be good judges of star material.

But this year an unprecedented situation exists. The movies are in a turmoil of transition from silence to sound. Singers like Al Jolson are crowding into the topmost screen positions, and in nonmusical films many of the most important talking roles are being given to players from the stage.

Singing Lessons?

Silent stars of the first rank are worried. How, then, predict chances of success for thirteen youngsters just beginning to show promise on a screen that next year may be an entirely different medium from what it is now?

None of the 1929 baby stars was chosen for her singing voice; yet it may be that singing heroines will be getting the big money next year. Only one Broadway stage ingenue (Helen Twelvetrees) was included among the thirteen; yet more and more successful actresses from the stage are being signed.

Not Entirely Silent.

More than half of the new baby stars have had some experience before the microphone, and at least two of them are being heard now in talking pictures already released (Doris Hill in "Interference" and Josephine Dunn in "The Singing Fool"). So the prophets of calamity may yet have to admit that the 1929 list was the best ever picked by the Wampas.

Nevertheless, it is significant to note that the only studio producing nothing but talking pictures (Warner Brothers) offered no baby star candidates for election this year.

Celluloid College.

A motion picture university with the world as its campus is the ambitious aim of the Academy of Motion Picture Arts and Sciences. The immediate schedule of the academy calls only for a university course in photoplay appreciation, with lectures by Douglas Fairbanks, Ernest Lubitsch, Milton Sills, William C. de Mille and other leaders of the film industry. Ultimately it is hoped to offer talking-screen lectures on all important subjects by world authorities on those subjects.



One of the scientific authorities the academy has in mind, for instance, is Dr. Robert A. Millikan, discoverer of the cosmic ray and authority on the structure of the atom.

Academic Recognition.

The lecture schedule for the course in photoplay appreciation already has been completed, and the original lectures will be delivered at the University of Southern California by the lecturers in person. Later they will be recorded on film and sent to universities everywhere. The student who enrolls in the photoplay course at whatever university he may be attending, thus will hear and see the same lecture attended in Los Angeles by students of the University of Southern California.

Not only screen celebrities but members of the regular university faculty will be heard. Rufus B. Von Kleinsmid, the president, will talk on "Photoplay and the University;" Dean K. T. Waugh, of the College of Liberal Arts, will discuss "The Social Utility of the Photoplay," and Dr. H. Wildon Carr, head of the philosophy department, will lecture on the "Photoplay and the Esthetic Culture of the World."

Academic Language.

Nowhere in the academy's prospectus is anything said about the movies. "The screen" and "motion pictures" are as close as its language comes to the word which 50,000,000 film fans forced into the dictionary. The omission doubtless was intentional; however, there are some people mean enough to think that before picture-goers in general change over to "photoplay" Clara Bow will be lecturing on the fourth dimension.

AT LEAST THIS IS WHAT THEIR P. A. INVENTS

What were the childhood ambitions of some of our most famous screen stars and were they ever realized?

In most cases there comes a negative answer.

John Gilbert comes honestly by his great love for the screen. He played his first role on the stage when he was but a year old under Eddie Foy. He fluctuated between pictures, in which he had his first experience as an extra, and was, among other things, a rubber salesman and newspaper reporter. His ambition was to be a Western star.

To be a fireman and wear a coat of blue was the ambition of Buster Keaton, famous comedian, although he was born in the theatrical business. The closest he came was to chase fire wagons.

Norma Shearer wanted to be an Arctic explorer.

To be a gorgeous lady, clothed in beautiful gowns and robed in silks, was the idle dream of Greta Garbo, and, although she may now realize her ambition, she had no thought of the screen at the time.

Marion Davies seemed destined to become an athletic star of some sort. She loved swimimng and it was primarily through this sport that she was discovered. She had her picture taken on the beach while vacationing in Florida, a New York producer saw it on the screen and she was soon persuaded to abandon the stage, from which she eked a living.

It would be difficult indeed to picture Lionel Barrymore in a profession other than the stage or screen, but he long cherished an ambition to become a physician and surgeon.

SOUND PUTS A CRIMP IN THE PLAYER'S EGO

Temperament—or temper, if you will—has been increasingly unpopular with the producers out Hollywood way for some years. The day is long past when a star's box-office power could be built up by telling the public how she had to have lotus leaves for breakfast or harpsichord accompaniments for her love scenes. Things got to a pass where the players began believing those stories themselves and acting accordingly—raising an unholy row if the cameraman's shirt was off color or a clever juvenile made the star look a bit weak.

Then came the talkies, and a solution!

"The talking pictures have already accomplished one stupendous feat," says James R. Quirk, editor of Photoplay Magazine, in the current issue of that monthly. "They have completely smashed what is drolly called 'temperament' in the studios.

"No longer can Fifi Fromage tear the set down and begin throwing the pieces at her director. In the microphone such a display of childish insanity would sound like the second battle of the Marne.

"Even such a gesture of annoyance as leg-slapping is out. One recent day at Paramount, while a talking scene was on, Olive Brook smacked his leg, and the resulting noise came over like the explosion of a Big Bertha.

"Whatever else the talkies have done, they have piped down the pettish and petulant."

Andy Devine, former football star, has joined the cast of the college picture, "Hot Stuff," which stars Alice White. Devine played in the "Collegian" series.

THE BEAUTIES NOT ENTIRELY WITHOUT FLAW

If you suffer from the common delusion that all feminine movie stars are the physically perfect beauties they appear on the screen, then you are due for a surprise. For many of the most popular styles now being worn by women all over America were originally designed to hide or minimize defects in face or figure of the reigning screen queens.

This is the disillusioning revelation made by Lois Shirley in Photoplay, after interviews with the costumers who dress the leading women stars both on and off the screen.

"For instance, the wide Greta Garbo collar was created because the Swedish girl was found in her first picture to have a long, awkard appearing neck and an unhappy manner of holding her head. It served the same purpose as the head rest used by the old fashioned photographers, making her hold her head correctly and shortening the appearance of the neck," says the writer.

"Moreover, that wide strip of material that extends directly down the spine of every Mae Murray decollette gown is not a decoration, primarily. It hides a scar.

"Tight-fitting, hairline skull caps are worn to cover the fact that many of the stars have heads too big for their bodies. And you will never see Florence Vidor, who is by popular vote among the fashion dictatorn the best gowned woman on the screen, wearing a brimless hat. Her face is too long and thin and her jaw is broad."

Hollywood and not Paris is the dominant influence in the creation of American styles today, asserts Miss Shirley, pointing to the incident of the Garbo collar which first was copied from the American screen and reproduced in a Paris style opening months after the star had worn it in the studio.

Then there is the case of the bouffant gown designed for Leatrice Joy no less than six years ago. That tight-waisted, billowing-skirted creation was a jolting departure from the skimpy styles of the time, but the picture popularized it, and today nearly all the evening gowns coming over from Paris embody the idea in some variation.

Asther Signed.

Announcement from Metro-Goldwyn-Mayer that the contract of Nils Asther, one of the most discussed of the leading men of the screen, had been renewed, sets at rest rumors that he might return to Sweden, or that he is planning to retire from acting and devote himself to the not unpleasant pastime of being a country gentleman. Asther has been seen recently in "Our Dancing Daughters," and shares the masculine honors with Lewis Stone in "Wild Orchids," starring Greta Garbo.

Talks on Talkies.

Milton Sills has made the first of a series of talking picture addresses for use in colleges. The address deals with the talking picture, and was given at the national convention of Teachers of Speech in Chicago.

BEAUTY STARTED CAREER; ABILITY HELPED IT ALONG

WHILE her beauty of face and figure gave Carol Lombard her start in motion pictures, it was her dramatic ability that won her a recent contract from Pathe and now she is hailed as an early recruit to the ranks of the stars.

Carol-of-the-curves started as a Mack Sennett girl only two years ago. But while she was elated at crashing the gates of filmdom she aspired to the greater opportunity offered by feature productions and devoted her spare hours to study of dramatic art. Then she had the opportunity to play a part with William Boyd in "Power." Other parts in "Show Folks" and "Ned McCobb's Daughter" followed.

Now voice tests have shown she has a fine and well-trained speaking voice, and lovely little Carol is slated for excellent roles in future dialogue pictures. And in her climb to stardom we may be sure her curves will be no handicap.



CAST FOR NEW SWANSON FILM FAST GROWING

Important roles in Gloria Swanson's new picture, "Queen Kelly," in addition to those already undertaken by Walter Byron, Seena Owen and William Von Brincken, have been assigned to Tully Marshall and Florence Gibson by the producer-star and Director Erich Von Stroheim.

Marshall, famed for a long list of outstanding screen characterizations, has been signed to play Peto-Poto Jan Vryheid, a dissolute and domineering planter, "king" of the vast swamp lands in Africa's interior.

Miss Gibson, well-known character woman, has been cast in the role of aunt to Miss Swanson, who, in the beginning a convent girl, becomes "queen" of Dar-es-Salaam's most popular waterfront dance hall on the death of her relative.

In addition to these two, Rae Daggett will appear as "Cough Drops," a habitue of the resort, and Mme. Sul-te-Wan will portray "Queen" Kelly's colored attendant.

"Queen Kelly," Miss Swanson's third independently produced picture, is to be released by United Artists in both silent and synchronized form with Photophone sound and dialogue.

Milton Sills, who recently completed "Love and the Devil," is enjoying a vacation at his Santa Monica home before starting his next starring vehicle, which is yet to be announced.

THE REVIEWER AT LAST GETS A FAIR BREAK

"The Shopworn Angel," a Paramount film with synchronized score, an especially good theme song and a reel of dialogue broke all box-office records at the New York and Brooklyn Paramount theaters. Prior to "The Shopworn Angel" at the New York house the record was $81,000 created by "Underworld." The new Nancy Carroll-Gary Cooper picture beat this record by $1,700, rolling up a new high gross of $82,700.

At the Brooklyn theater this picture grossed $6,270 more than its highest predecessor, bringing $83,270.

The success of the picture at both theaters is largely attributed to the excellent newspeper reviews which it received, mainly responsible for the crowds early in the week, and to the resultant word-of-mouth advertising which kept the attendance at capacity during the latter part of the run.

FOX
F AT FOURTEENTH

Yesterday!
"IN OLD ARIZONA"
Made Washington Gasp at the Marvel of the Spoken Screen
An Enthralled Audience Forgot It Was Watching a Motion Picture

William Fox Presents
World's First OUTDOOR All-Talking Screen Epic
IN OLD ARIZONA
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RAOUL WALSH Directed by IRVING CUMMINGS
Love Theme "MY TONIA" by DeSylva, Brown & Henderson
And Another Surpassing Stage Programme For Which the Fox is Famed
FRONTIER JUBILEE
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LOEW'S PALACE
"THE SHOW WITHOUT EQUAL" F ST. at 13TH
NOW PLAYING
A METRO-GOLDWYN-MAYER SOUND PICTURE
NORMA SHEARER
in the story of a gold-digger who lost her heart to a small town hick . . . and liked it.
"A LADY OF CHANCE"
WITH
GWEN LEE - JOHN MACK BROWN - LOWELL SHERMAN
ADDED ATTRACTIONS
PRELUDE "FARANDOLE"—BIZET
A Color-Art Tone Fantasy
THE PALACE CONCERT ORCHESTRA
HARRY BORJES, CONDUCTOR
FOX MOVIETONE NEWS
M-G-M NEWS
"THE AWAKENING"
Charles Gaige at the Organ
THERMATIC PROLOGUE
"The Goddess of Chance"
ON THE STAGE
WESLEY EDDY and the PALACE SYNCOPATORS
IN C. A. NIGGEMEYER'S PRODUCTION
"BEAUTY SHOP BLUES"
Startling and Colorful.
Featuring
THE GIBSON SISTERS
STANLEY HOUSE
KARAVAEFF
HELEN LYND
THE FOSTER GIRLS

Sunday Doors Open 2 P. M.
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Two Stars in One Great Picture, Flaming Alice White and Jolly Jack Mulhall, in the Story of Naughty Baby, the Girl With Champagne Ideas and a Homebrew Income
IT'S A RIOT OF FUN
NAUGHTY BABY
WITH
ALICE WHITE AND JACK MULHALL
A FLAMING FLAPPER IN A RITZY RIOT!
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HELD OVER
FOR THE SECOND AND FINAL WEEK
The Play That Ran Five Years on Broadway
Now a Perfect Motion Picture With Sound.
ANNE NICHOLS'
"ABIE'S IRISH ROSE"
FEATURING
CHARLES "BUDDY" ROGERS
NANCY CARROLL
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LOEW'S COLUMBIA
"THE HOUSE of SOUND HITS"
Held Over
By popular demand for second week
A PARAMOUNT SOUND PICTURE
WINGS
Directed by a man who himself shot down seven planes, this spectacular drama of the flying fighters, their loves, their war adventures, is the greatest screen attraction in history. Never has any motion picture imparted such realism to its thrilled beholders! You dive with the sky-raiders down through the clouds.
SEE
HEAR
The roar of thirty-two propellers, the staccato bark of blazing machine guns, the distant din of armies locked in giant combat, the awful whine of a stricken plane, falling in flames to the upreaching earth.
WINGS
With Youth! Glorious Youth! Loving, Fighting, Daring Death!
with
CLARA BOW
"BUDDY" ROGERS
RICHARD ARLEN
GARY COOPER
WINGS
SEE IT FOR THE FIRST TIME AT POPULAR "LOEW" PRICES
ADDED ATTRACTIONS
Fox Movietone News
"IT SPEAKS FOR ITSELF"
Have you Heard the Latest News?
M-G-M News
A Pictorial Review of World Events
The Columbia Concert Orchestra
CLAUDE BURROWS Conductor
LOEW'S COLUMBIA

Stage Presentations of Interest

FOOTLIGHTS AND SHADOWS

By JOHN J. DALY

OUTSIDE of the Belasco, the old-line theatergoers of Mr. Washington's village had a week off—and how they suffered! What to do? There was no going to the National. It was closed. Poli's was dark as night. So the merry villagers had to figure some other way of spending the evening hours. The good scouts of this department, the unpaid messengers who bring all the news of the Rialto and way streets, tabulated some of the activities as follows:

A NIGHT AT HOME, lolling in the occasional chair in front of the occasional fire in the fireplace; father nodding away, the evening paper or a book on his lap, a snore now and then, and mother sewing. This, of course, is a picture of an old-fashioned couple.

A NIGHT WITH THE RADIO—the old man fishing for distance stations, the good wife wishing to high heavens he'd keep one place long enough to hear the finish of a song; or a jazz band; or whatever it is they have these nights on the radio.

A NIGHT IN THE NIGHT CLUBS—with every moment bringing the possibilities of a raid, and no raid; and mineral water bought at the price of prewar bourbon. Oh, those nights in the night clubs! The extra added attraction, of course, is the morning after—and that deep, dark brown taste; with loud calls for water, and more water, right out of the old spigot, at the mere cost of $5.35 a year water tax to the District government—a cheap way to wash away the glories of an expensive evening.

A NIGHT AT THE MOVIES—going from one to another in the hopes of finding just what one wants when one wants and can not find just what one does want; whether it be serious stuff, or fragile farce, custard pie comedies or the all-talkies buzzing away in those pompous, sonorous spasms of dialogue, and the handsome attendants at the door and the ushers, all done up like Alsatian princelings, or disappointed West Pointers, from the carriage starter to the ticket taker. Nice boys, but why the uniforms?—and no war under the Kellogg Treaty. All in a spirit of style. And over at Poli's there is Curtis, the carriage starter, namesake of the next Vice President, with a long military coat modeled after the one Hindenberg wore at the Hohenzollern and Hapsburg ceremonies, when the Hapsburgs and the Hohenzollerns were all sauerkraut and pigs' knuckles, in the olden days. Uniforms? Uniforms! What memories they recall.

A NIGHT ON NINTH STREET—with the signs of chop suey joints, and sauntering sailors sailing down the grand thoroughfare in search for land-lubbing, a foxy term of the intelligenzia that means anything that begins with "w," such as wine, women and I wouldn't wonder. There are on Ninth street flash-backs of the old Barbary Coast district in San Francisco, the Barbary Coast that flourished back in the days when "there was gold in them thar hills," and men from the wide open spaces came to throw their pokes on the bar, and order drinks for the house. It takes more than a night to see Ninth street—from the Avenue to Gee, on both sides. This comes, of course, from the Patent Office being there; but it doesn't have a patent on everything.

A NIGHT WITH THE BOYS—It isn't every night that a married man can get out, nor every married man that gets out after he has once had a night out. In the well-regulated household there are those nights when the mistress of all she surveys goes to lodge meeting; or to the gymnasium—that is getting to be quite the thing—or to the sewing circle, or what they have. Then it is that father gets his night out. The theater dark, and mother and father going their several ways, father had his with the boys—the old pow-wow in the little back room at the club, with the regaling of stories and the reminiscenes, and the ride home, afterward, in the taxicab—mother having the car. Well, they don't come often, these nights with the boys; but they're worth it.

A NIGHT WITH THE BRIDGE HOUNDS—and what a night! There is always that dumb egg who trumps his partner's ace, and the lady who can never remember just what trumps are, and is brazen enough to ask what they are, with the game half over. The talking that goes on, over the cards; and the wise cracks, and the hesitation by the beginners, and the dirty looks by the old-timers, anxious to make their grand slams and receive their salaams. Oh, a night with the bridge hounds! Shame on Dr. Work, and The Washington Post, for encouraging the pastime.

• • • •

THUS, with only seven nights in the week, the old-line theatergoers disport themselves in the absence of their favorite entertainment—the theater. Naturally, the scouts turned in reports more varied than those set forth above; but, for various reasons, many of them can not be published.

The week now at hand offers a chance to return to normalcy; with the full complement of theaters going again into the struggle of competition, and with a goodly variety of entertainment. There is, at Poli's, the return of a favorite operetta, a piece of the theater that got away to a good start here a season or so ago, "Desert Song," the thrilling story of swashbuckling fighters set to the charming music of Sigmund Romberg, master musician.

The Belasconians have at last "caught on," as the saying has it, and come this week to the front with a celebrated piece from the workshop of Mr. Flo Ziegfeld, "Sally," a bit that saw service on Broadway and later toured the road country, though no one in this parish remembers its appearance here.

Mr. Harry Rapley, of the National, is out again with an announcement that a noble experiment is being conducted in his house this week. No, nothing like that; but a reduction of prices for seats. It seems that some weeks ago the play, "Wooden Kimona" was brought here at exactly half the prices charged on Broadway. It was felt that the theatergoing public, at that time, needed an impetus; also, that 'twere far better to play to packed houses at half prices rather than half houses at full prices, or something to that general effect. The experiment proved successful. The company went away with much profits on the engagement.

Now, a new play is being brought here under the same conditions. "Scars," on its way to Broadway, having stopped off in three other cities, will make its last road appearance here before braving the gunfire of the metropolis. It is announced, with some flourish, that this presentation will be available to the general public at the humble price of three dollars for two of the best seats in the house; which means, almost, two for one.

• • • •

AN old friend comes trouping along here with "Scars," and this is the jovial and genial and good-natured Ed Arnold, who has played here, summer after summer, with the National Theater Players. Mr. Arnold's campaign manager, Arthur Clarandon Smith, is already at work on plans for the week—and after the regular hours in the theater have been done away with, there will be barnstorming galore; with Mr. Arnold making speeches at various clubs and gathering places in the town, with the stellar engagement announced for the regular weekly meeting of the Lions at the Mayflower. This is when the roaring begins. One thing about the National Theater Players; whenever one of them comes through with a road show there is much entertainment. It seems that the boys and girls here like the old troupe, and the troupers who go to make it what it is; a rattling good company, though I don't believe there's a single member of the cast named Ford; nor a married member, either, so far as that goes.

And now with the theaters all open, the old folks can go back to their knitting—or brewing—or whatever it is they do while the young folks are downtown looking over the footlights.

"Miracle Play" Presented By Theater Arts School

A miracle play, "The Nursery Maid of Heaven," by Thomas Wood Stevens, with its story based on the life of Sister Benvenuta in the convent of Our Lady of the Rose Bush in the early eighteenth century, Venice, Italy, will be presented by players of the Theater Arts School at the Little Theater, Pierce Hall, Fifteenth and Harvard streets northwest, February 2, at 8:15 o'clock. The play is in three scenes, first in the convent, the second in Benvenuta's cell, and the third in the chapter room. The play is similar to Max Rheinhardt's famous play, "The Miracle." Because of her adoration for the Christ Child, Sister Benvenuta is healed of her lamness.

Two other plays will be given—"Saved," a comedy drama by John W. Rogers, and "A Leap Year Bride," a comedy by Leslie Hickson.

Current History.

Miss Clara W. McQuown will give her weekly review of important public questions on Friday morning at 11 o'clock in the ballroom of the Washington Club, 1010 Seventeenth street.

Her principal subject will be dictatorships in Europe, but she will also discuss legislation before Congress and other matters of public interest, both national and international. These talks are interpretative summaries. They are nonpartisan in character and are open to the public.

Around the World.

Harold Stanton, tenor of "The Desert Song," sang with the Paris Opera Company before appearing in American musical productions. He was born in Denver, reared in California and studied in New York and Paris.



Edward Arnold and Dennie Moore in "Scars"—National.

ZIEGFELD HIT ON BOARDS AT THE BELASCO

"Sally," the musical comedy termed "Ziegfeld's greatest success," opens this evening at the Belasco Theater, with the full strength of Charles Emerson Cook's Savoy stars and beauty chorus. After two solid seasons in New York, one in Chicago, and with successful road-show companies creating a high pitch of enthusiasm throughout the land, "Sally" is at last released for stock, and Mr. Cook is one of the first managers to secure this entertainment for Washington theater-goers.

The story is a typical Cinderella theme, of a young waif of the alley who is fairly hurtled through a series of thrilling and hilarious sequences to fame and stardom in the Follies, and incidentally into the arms of her prince charming. The comedy role made famous by Leon Errrol and to be played here by Robert Capron—that of the rubber-legged waiter in the alley cabaret who later turns out to be a duke in disguise—is unique in its droll humor.

Ziegfeld, the famous producer of spectacular presentations, has put into "Sally" all the clean artistry, and all of the mirth-provoking hilarity that he could find. The book and lyrics are by Guy Bolton and Clifford Gray, and the music by Jerome Kern, with special music for the butterfly ballet by Victor Herbert.

Thelma Parker will play the title role, while Renee Hamilton has an equally important role as Rosie, the love-evading young manicurist. Frank Gallagher is ideally suited to the role of the modern Prince Charming and Lee Daley, in addition to directing the show, will lend his comic talents to the role of Otis Hooper, a theatrical agent responsible for Sallys fame. Edward Metcalfe, Rosa Snowden, Jack Closson, James McKay, are in principal roles.

The song hits of "Sally" include "On With the Dance," "Joan of Arc," "Silver Lining," "A Wild Rose," "Schnitza Komiska," "Whip-Poor-Will," "Lorelei," "The Wild Rose Reginea" and "Little Church Around the Corner."

Mr. Cook is planning an elaborate costume and scenic production for "Sally."

"DIE WALKURE" TO BE GIVEN BY GERMAN OPERA

The German Grand Opera Company, which made its initial bow to Washington's music public at Poli's Theater last Wednesday afternoon, under the management of Mrs. Wilson-Greene, with a performance of "Das Rheingold," will resume the presentation of Wagner's immortal trilogy, "Der Ring des Nibelungen," at the same theater on Monday evening, February 4, at 7:45 o'clock, with a performance of "Die Walkure," in the most approved Wagnerian tradition.

"Das Rheingold," the opera presented last Wednesday, is the prologue to the Wagnerian "Ring" cycle, while "Die Walkure" is the first part of the trilogy.

The second part of the trilogy, "Siegfried," will be given Thursday evening, February 7, at 7:45 o'clock, but before "Siegfried" is presented, the German Opera Company will suspend the presentation of the "Ring" for one performance to permit the giving of a fifth famous Wagnerian opera, "Tristan und Isolde," on Tuesday evening, February 5, also at 7:45 o'clock.

The final opera, "Gotterdammerung," will be given on Saturday evening, February 9, at 7 o'clock.

Willy Zilken, the famous German tenor, will appear as Tristan in the forthcoming performance of "Tristan und Isolde." Juliette Lippe, who is a New York girl and whom the Wagnerians added to their group because of her great ability in song and her markedly attractive personality, is schedlued to sing the role of Isolde in the same opera on February 5.

Miss Lippe will also have the role of Bruennhilde in "Siegfried."

M. Onegin, Contralto.

Sigrid Onegin, probably the outstanding contralto figure of the American concert stage, will make her only Washington concert appearance of the current musical season at Poli's Theater, on Tuesday afternoon, February 5, at 4:30 o'clock, as the fourth attraction of Mrs. Wilson-Greene's artists' course of afternoon musical events. She will be assisted at the piano by Franz Rupp.

The program will include, in addition to numerous songs by Mozart, Haydn and Schubert, the aria, "Ah Mon Fils" from "Le Prophete" (Meyerbeer), the scene and rondo "Non je ne veux pas chanter" from Nicolo Isouard's "Billet de Loterie," and Verdi's aria of Eboli, "O don fatale" from "Don Carlos."

A DOUBLE SHOW AT THE STRAND

This week's attraction at the Strand Theater offers two shows for the price of one. Produced by Lewis Talbot, the featured vehicle, "Wine, Woman and Song," is supplemented by "Black and White Scandals of 1929."

A cast, many new here, includes among the principals Jyes LaRue, prima donna; Frank O'Rourke, straight man; Eddie Lloyd, eccentric comedian; Paul Jerome, in a funny tramp portrayal; Myrtle Wilson, soubrette; Dorothy Lee, ingenue lead, and Doug Fleming, juvenile. The chorus of sixteen is youthful and animated.

The "Black and White Scandals of 1929" has 40 colored entertainers direct from the Alhambra Theater, in New York City, making the cast of this double-header 70 in all, the biggest show ever to appear in the Washington burlesque house.

This is not a stock company, but one of the regular Mutual Burlesque traveling companies.



Helene Randolph in "Sally"—Belasco.

PLAYERS COME BACK SOON TO ENACT DRAMA

Two months earlier than usual, the National Theaters Players will open their fifth annual spring and summer season here on Monday, February 18, according to word flashed from New York by S. E. Cochran, manager of the troupe.

Four weeks from tomorrow the National Theaters Players get under way. The time is so short, between now and the opening, that one big formality will be dispensed with this year. That is, the sending out of subscription blanks. Hence, there must be put in force a policy of first come first served, according to the management, with this exception: "All patrons holding season reservations at the close of last year will be assigned the same seats if they confirm their reservations in person at the box office not later than Saturday, February 9. On Monday, February 11, all remaining seats will be placed on sale to the general public."

In the vernacular, "The line will form to the right." It is expected that the patrons of the National Theater Players will turn out in force.

Charles Squires, who designed and executed all the sets used by the National Theater Players since their infancy in this city, will again be at the laboratories this season. This is the only announcement of back-stage personnel. The company again will be under the management of S. E. Cochran, who is now in New York making arrangements for the completion of the cast. The complete list of the players will be announced later.

Coming Attractions

George White, producer of the "Scandals," and Ed Wynn, the Perfect Fool, joined hands in the making of "Manhattan Mary," the next big musical production at Poli's Theater, starting Sunday night, February 10, and remaining for an engagement of one week. The attraction comes to Washington after playing for one year in New York and five months in Chicago.

B. G. De Sylva, Lew Brown, Ray Henderson, George White and William K. Wells wrote the book, lyrics and melodies, and the entire production in two acts and seventeen scenes was staged personally by Mr. White.

Ed Wynn has the funniest role of his career as Crickets, eccentric waiter in a New York night club.

"Oh, Boy!" a musical comedy, will be offered by Mr. Cook's Savoyards at the Belasco Theater, beginning Sunday evening February 3. "Oh, Boy" is the outstanding Comstock and Gest success from the pen of that trio of musical comedy favorites, P. G. Wodehouse, Guy Bolton and Jerome Kern.

Renee Hamilton will appear in the famous role of Jackie, Thelma Parker will be the little wife, Robert Capron and Lee Daley will appear in the leading comedy roles, while Rosa Snowden, Jack Closson, Edward Metcalf and the gorgeous garden of girls and the male octet have special opportunity at some fine ensemble singing and dancing.

Dillingham's "Good Morning, Dearie," follows "Oh, Boy," at the Belasco.

Next week's attraction at the Strand Theater bears a name in keeping with the spirit of the age, "Jazztime Revue." It brings Kitty Madison and Harry Evanson, featured players.

Additional Theatrical News will be found on page 4 of this section.



AUTO SHOW
OPEN DAILY
1 TO 10:30 P. M.
Washington Auditorium



Sally Sloan in "The Desert Song" Poli's.

"DESERT SONG" NOW BACK TO ITS OLD STAND

Heralded as the outstanding musical romance of this generation, Schwab and Mandel's production of "The Desert Song" will have its local premiere at Poli's Theater tonight.

This tuneful, gay and lavish musical entertainment comes direct from a ten months' run at the Great Northern Theater, Chicago, an all-summer run in Detroit and a sensational engagement of 15 months in New York and London.

The story of "The Desert Song" is laid in northern Africa during the recent Riff rebellion. It concerns Pierre Birabeau, a young French officer who, resenting the cruelty of the military forces against the tribesmen, and disgraced by a superior officer, decides on a Robin Hood career in Morocco. Known as "The Red Shadow," he becomes the leader of a group of Riff warriors against his own people. His position becomes rather difficult when his father, Gen. Birabeau, is made governor of the Moroccan province where he and his band are operating, but by clever strategy he maintains his place in his father's household without arousing suspicion that he is the dreaded "Red Shadow."

The book of "The Desert Song" is by Otto Harbach, Oscar Hammerstein 2d, and Frank Mandel, authors of "Rose Marie," "Sunny," "No, No, Nanette," "Golden Dawn" and "Show Boat," and the delightful musical score was composed by Sigmund Romberg, who has to his credit "The Student Prince," "Blossom Time," "My Maryland" and "Rosalie."

The cast to be seen here is headed by Alexander Gray, Bernard Granville and Bernice Claire, and includes Harold Stanton, Edna Torrence, Philip Ryder, Carlotta Miles, Sally Sloan, Ben Hendricks, Donald Douglas, Grace Carroll, Jack Spiegel and an ensemble of 100, including a stirring male chorus.

During the local engagement matinees will be given on Wednesday and Saturday.



Jyes La Rue —Strand.

Three Newcomers.

Three newcomers register hits with Mr. Charles Emerson Cook's Savoy Musicomedians in their current attraction at the Belasco Theater. Lee Daley, comedian, has created over a hundred roles on Broadway and in other vicinities. This is Mr. Daley's fourth visit in musical stock in Washington. He appeared for a season at the National Theater in Aborn's Light Opera Company, and was a great favorite in Gilbert and Sullivan roles. He also graced Poli's musical stock company, and appeared under T. Arthur Smith's banner in the light operas at the President Theater. He was leading comedian of the Municipal Opera Company in St. Louis and also appeared in Wade Hinshaw's Gilbert and Sullivan Opera Company at the Cosmopolitan Theater in New York a few seasons ago.

Robert Carbaugh and Mary Dearie were born and bred in Washington. Mr. Carbaugh is very well known to radio audiences, having been a featured singer over station WMAL for some time.

Began as Dancer.

Bernice Claire, prima donna of "The Desert Song," began as a dancer in California and accidentally discovered her vocal possibilities in an amateur performance. Barely 20, she is the youngest and most promising musical "find" appearing in light opera today.

POST WAR PLAY DEPICTS SCARS ON HUMAN SOUL

"Scars," new comedy drama by Warren F. Lawrence, will be presented at the National Theater by J. E. Horn prior to the New York engagement, for the week starting tomorrow, with Wednesday and Saturday matinees.

This is the second of the group of plays which Manager Cochran, of the National, promised to bring his patrons at one-half the regular prices.

"Scars" is said to be unusual in that it treats of a war angle as a postwar play, not a war play. It has to do with the hero's life here as a returned aviator and the problems besetting him in his readjustment to peace-time pursuits.

Peggy Allenby, Clark Gable, George Meeker, Edward Arnold and Dennie Moore play the leading roles in "Scars."

The play has been staged and directed by Edward Clarke Lilley. It comes to Washington with the stamp of approval of three cities and will go direct to Broadway after the close of the local engagement.

LOCAL SOCIETY IN RARE DRAMA

Shakespeare's play, "Two Gentlemen of Verona," which has never before been produced in Washington, and which has been produced only twice in America—in New York shortly after 1841 by Charles Kean and in 1905 by Agustin Daly with Ada Rehan as Julia and John Craig as Valentine—will be presented in condensed form by the Shakespeare Society of Washington in the auditorium of the Corcoran Gallery of Art, Monday, February 4, 1929, at 8:15 p. m.

This is the latest addition to a large repertoire of Shakesperean plays produced by the society, and the cast will include players of professional experience and amateurs long trained in the rendition of Shakespeare.

The first part of the evening's program will be an address by Dr. Earle Wilfley on "Compensation and Retribution in Shakespeare."

Those who are interested in Shakespeare are cordially invited to attend.

"Things Talked About"
Mrs. Wolfe Smith. Mrs. Swain Reed.
Every Monday Morning at 11:30
THE WILLARD HOTEL
Course Ticket, $5.50
Single Admission, $1.00

TUESDAY, 4:30—Jan. 29
PHILHARMONIC
SYMPHONY ORCHESTRA
of N. Y.
Conductor
FRITZ REINER
National Theatre
PROGRAM
Mozart—Overture "Chanticleer"
Respighi—Suite, "The Birds"
Bach—Two Choral Preludes
Prokofieff—"Ala and Lolli."
Ibert—Escale (Ports of Call)
Tickets $3.30, 2.80, 2.00, 1.50. T. Arthur Smith Bu., 1330 G st., or Homer L. Kit.

THE REVELERS
"Something New in Music"
MONDAY, FEB. 11, 4:30
Seats, Mrs. Wilson-Greene's Concert Bureau, Droop's, 1300 G St. Main 6498.

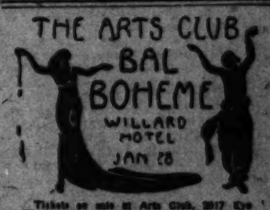
JANET RICHARDS
Every Monday Morning at 10:45
Public Questions
HOME AND FOREIGN
Masonic Temple, 13th St. and N. Y. Ave.
Admission—65c and 75c

Current History Lectures
Clara W. McQuown
Every Friday, 11 a. m.
The Washington Club
17th and K Sts.
Single Admission, 65c

FLORA
McGILL KEEFER
MEZZO-CONTRALTO IN RECITAL
FRANK LA FORGE
Pianist and Accompanist, of N. Y., and
HARRINGTON VAN HOESEN
Baritone, of N. Y.
MAYFLOWER HOTEL
FRIDAY, FEB. 15—4:30
Seats on sale Mrs. Wilson-Greene's Concert Bureau, Droop's, 1300 G St.

MME. SIGRID
ONEGIN
CONTRALTO
POLI'S, TUESDAY, FEB. 5—4:30
Seats Mrs. Greene's Bureau, Droop's, 1300 G st.; Main 6498.

BOSTON SYMPHONY ORCHESTRA
SERGE KOUSSEVITZKY, Conductor
Poli's, Wednesday, January 30, 4:30
Seats, Mrs. Greene's Concert Bureau, Droop's, 1300 G. Main 6498.



Tickets on sale at Arts Club, 2017 Eye St., including supper. Fancy Dress Obligatory.

THE GERMAN
GRAND OPERA COMPANY
"DIE WALKUERE," Mon., Feb. 4, 7:45 p. m.
"SIEGFRIED," Thurs., Feb. 7, 7:45 p. m.
"GOETTERDAMMERUNG," Sat., Feb. 9, 7:00 p. m.
SPECIAL PERFORMANCE
"TRISTAN UND ISOLDE," Tues., Feb. 5, 7:45 p. m.
POLI'S THEATER
Prices—Single performances, $5, $4, $3, $2.50, $2. Mrs. Wilson-Greene's Concert Bureau, Droop's, 1300 G st.; Main 6498.

SHUBERT BELASCO TONITE
! HERE IT IS!
In Response to Hundreds of Requests
GALA PRODUCTION DE LUXE
In Celebration of Our 100th Performance
CHARLES EMERSON COOK'S
Savoy Musical Comedy Co.
in
The Brightest, Funniest, Most Melodious of All ZIEGFELD HITS.
FIRST TIME AT STOCK PRICES
ZIEGFELD'S
SALLY
Ballet Music by
VICTOR HERBERT
With All Your Favorites.
THELMA PARKER In the Marilyn Miller Role
The Leon Errol Role by ROBERT CAPRON
GORGEOUS COSTUMES From Original Models. Special Ballet by Paul Tabernikoff. Enlarged Company and Orchestra—Beauty Chorus of 30.
Nc Orch. Over $1.50 Wed. Mat., 50c, 75c Sat. Mat., 50c to $2.
NEXT SUN. "OH BOY" Sparkling Flapper Frolic

TONITE AT 8:20 POLI'S ONE WEEK ONLY MATS THURSDAY SATURDAY
The Musical Hit of Two Continents—Presented by the Great New York and Chicago Cast
Schwab and Mandel, Producers of "The New Moon," "Good News" and "Follow Thru," Announce
THE GREATEST MUSICAL ROMANCE OF ALL TIME
Sigmund ROMBERG'S Music
—o—
Book by Frank Mandel, Otto Harbach, and Oscar Hammerstein II.


15 Months in New York
10 Months in Chicago
with
ALEXANDER GRAY, BERNARD GRANVILLE
Bernice Claire and 125 Others
PRICES—Nights, 50c, $1.00, $1.50, $2.00, $2.50 and $3.00. Thurs. Mat., 50c, $1.00, $1.50 and $2.00. Sat. Mat., 50c, $1.00, $1.50, $2.00 and $2.50. No Higher
WEEK BEGINNING SUNDAY, FEBRUARY 10th
DIRECT FROM 5 MONTHS IN CHICAGO
Mail Orders Now—Seats Monday, February 4
ONE SOLID YEAR IN NEW YORK

GEORGE WHITE PRODUCER OF "SCANDALS" PRESENTS
ED WYNN
(THE PERFECT FOOL)
IN THE MUSICAL COMEDY SENSATION
"MANHATTAN MARY"
COMPANY OF 100. 75 GORGEOUS GIRLS
Prices: Nights, $1.00 to $3.85; Saturday Matinee, $1.00 to $2.50
Send Self-Addressed Stamped Envelope with MAIL ORDERS

NATIONAL
The only theater in Washington offering exclusively American and foreign stars of the first rank.
TOMORROW NIGHT AND WEEK
MATS. WED. & SAT.
Immediately Preceding the New York Engagement
ANOTHER BARGAIN PRICE ATTRACTION
for Washington Theatergoers
Nights: Orch., $1.50; Bal., $1.00; 2d Bal., 50c.
Mats.: Wed. & Sat., Orch, $1; Bal., 75c; 2d Bal., 50c
A Dynamic Comedy Drama
"SCARS"
By WARREN F. LAWRENCE
with
PEGGY ALLENBY CLARK GABLE
DENNIE MOORE GEORGE MEEKER
and Washington's Own Favorite
EDWARD ARNOLD
NOTE: This is not a "tryout," three cities having already placed their stamp of approval on "Scars" predicting that it will be the outstanding dramatic success of the New Year. Don't wait until your neighbor tells you "you must see it," buy early so the Box Office man can't tell you "all seats sold."

NEWMAN
TRAVELTALKS
Color Views Motion Pictures
Romantic Rambles—Impressions of 1928
TODAY at 3:30
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SUNDAY MATINEE AND ALL WEEK
WINE WOMEN AND SONG
BLACK AND WHITE
SCANDALS
OF 1929
2 BIG SHOWS IN ONE
34 WHITE ENTERTAINERS
40 COLORED ENTERTAINERS
74 People 74

NEW YORK STAGE ECHOES

By ROBERT BELL

MY complaint against "The Age of Innocence" as a play is that it is dull. I see no real reason why this need be. Miss Wharton's story, while almost totally devoid of dialogue, has sufficient plot, characterization and atmosphere from which a live drama for the theater might have been built. The very fact that the book has so little dialogue gave Miss Barnes, the dramatist, the unusual advantage of being able to write her own without the temptation of placing into her peoples' mouths lines which, while clever enough when read on paper, might be stilted, dull and unnatural when spoken upon the stage. Yet the truth is that while in the book the people did little talking, in the play they do little else. No one is allowed to feel or think an emotion; it must be discussed incessantly until it vanishes into thin air and we weary of the very cadences of the human voice.

My complaint against Katharine Cornell, its star, is that while she is still beautifully glamorous, courageous, noble, she seems to have become a bit self-conscious of this nobility of character. I confess I can hardly see how she could play her pedantic role very differently; but, on the other hand, I do blame her for her desire to play it. She gave us Iris March in "The Green Hat" and revealed with unforgettable poignancy the tragedy of that strangely noble soul bound to its inevitable destruction, to an intense unlifting loneliness. But she did that—superbly even—and the picture is painted. Let her pass onward, using her glamorous and very special personality for the fuller illumination of other diverse souls, and not give us a copy of a past performance which must almost necessarily be inferior to the original. She is in the danger of falling into the habit of so many of our best players of commercializing a type. In this advancing age one can not afford to turn back. Compare the achievements within the last few years of Miss Cornell and Lynn Fontanne and see how much richer the latter's have been. Yet only one other actress that I have seen ever impressed me with having the rudiments of greatness comparable to the former's and that one (I say it sincerely)—Elenora Duse.

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"Street Scene," written and directed by Elmer Rice, was recently presented by William A. Brady at his own theater, the Playhouse. I understand that the author-director was given complete authority; the producer stayed out of it entirely. The result, in this case, is a happy one. You have a feeling that not a single person in the very large cast had been chosen for any other reason than the simple one that he or she could play a specific role better than any one else. The whole production, while it is far too brisk and alive to be given such a dandified title, might be termed a veritable "chef d'oeuvre."

So good is the playing and directing that a single viewing hardly enables one to give a minute criticism of the play. But I am under the impression that it is pretty good. Its one scene—a small section of a street outside a rooming house in a New York tenement district, is crowded with modern local drama which, however, is so carefully selected as to material that it is universal. One senses a hundred tragedies, some woven into the fabric, some at loose ends, but all so subjugated to the main single plot, heightening and giving color to it, that it is not a pageant or a series of episodes but a real, honest-to-goodness play. Consequently, the mind is never confused and the attention and sympathy remains with Rose Murrant, whose flighty mother is killed by her jealous father and Rose, refusing the poetic love of the Jewish boy and the advances of the wealthy young man in whose office she works, wanders away from the scene of the tragedy to find shelter and occupation somewhere else. The play never sinks into morbidness and life is never adversely criticized. Despite the atmosphere of its sordid surroundings, it somehow exudes health. Furthermore, it is fine "theater" with a murder in it that is as thrilling as any scene in "The Cat and the Canary" or "The Bat." It will be a success and deserves to be.

A NEW COMEDY COMES TO TOWN AT LOW PRICES

Some time ago the National Theater conducted an experiment by presenting a Broadway attraction, "Wooden Kimona," at popular prices—$1.50 top. Arrangements have been completed to further carry on this scheme with "Scars," a play based on actual war experiences, by Warren F. Lawrence, which opens its engagement at the National this week. The highest priced seat in the house will be $1.50, as compared with the $3.00 to be charged for the privilege of seeing this play when it reaches Broadway. "Scars" opens its engagement tomorrow night, with a prospect of duplicating the experience of "Wooden Kimona," and of breaking the house record for an attraction selling at so-called popular prices.

In the early experiment, it was the intention of the National Theater management to find out just what might be wrong with theater attendance; to see if it were really because of prevalent high prices of admission. It was deemed better to have full houses at half price than half houses at full prices. "Wooden Kimona" went over the top. It played to a gross considerably greater than some attractions that demanded and got full-fledged admission fees. Now comes "Scars," a play that has been tried and tested in three cities and is on its way for a Broadway opening.

"Scars" is an unusual play based on the actual experiences of its own author, Mr. Lawrence, brother of the celebrated playwright, Vincent Lawrence, who has many notable successes to his credit. While Warren Lawrence has written of his experiences growing out of the war, it is said that the war serves merely as a background and that "Scars" has to do with the aftermath of the war rather than with the war itself. In a word, it is a psychological drama depicting the scars that sear a man's soul after he has been through the travail of war.

The National Theater, in offering "Scars" at popular prices, is convinced that with enough cooperation on the part of the public, producing managers of plays may eventually be brought about to the idea of lower prices for theater tickets, provided always, of course, that the players and those entering into the cooperative scheme, will be brought to the same point of view.

ROYAL FAMILY IN TRAVELOGUE

"Spain" is E. M. Newman's Traveltalk at the National Theater this afternoon.

With no lesser personage than the Duke of St. Helena, uncle to the King of Spain to aid him, Mr. Newman was allowed to photograph the entire royal family and to obtain views of their living rooms in the palace.

The Duke of Alba, a direct descendant of Columbus, opened the doors of his magnificent home so that the master traveler could photograph the famous Columbus room which contains more than twenty original letters from Columbus, his first map of Haiti and numerous personal relics which have never before been photographed.

Thanks to a special privilege, Mr. Newman photographed the Spanish masterpieces in the Prado Gallery in Madrid as well as the Royal Armory and in this Traveltalk will be seen paintings by Murillo, Velasquez, Goya and Ribera.

From Madrid, Toledo, Escorial, Barcelona, Seville, Cordoba and Granada new gems of photography will be revealed.

The new group of motion pcitures include intimate glimpses of the royal family, the dictator Prima de Rivera, the Spanish grandees, new views of Spanish cities and towns, senoritas in Andalusia attired in heir national costume, life in the streets and many charming vistas.

Still another fascinating feature of this "journey" is a group of bird and animal pictures.

Public Questions.

Miss Janet Richards at her weekly lecture tomorrow morning on "Public Questions: Home and Foreign" will by special request begin the talk with some further details concerning the so-called "Roman Question" from the viewpoint of both the Quirinal and the Vatican. Certain dramatic phases of affairs European, under the ever-increasing power of dictatorships will also be considered. "What Price Prohibition? Can It Succeed?" will be the last subject to be reviewed.

The talks are given in the Masonic Temple, Thirteenth street and New York Avenue, at 10:45 o'clock every Monday morning.

"Things Talked About."

Mrs. A. Wolfe Smith and Mrs. Swalm Reed will hold their review of "Things Talked About" tomorrow morning at 11:30 o'clock at the Willard Hotel.

Mrs. Smith will discuss provisions of the League of Nations and the debate on the cruiser bill.

Mrs. Reed will talk on Maniu, premier of Roumania, and the "Roman Question."

An original screen story, "The Queen of Jazz," has been purchased by First National for a talking film. The authors are Charles Beahan and Frances Kanos. The star for the story will be announced later.

"IVORY HUNT" IS SUCCESSFUL FOR COCHRAN

Manager Stephen E. Cochran, of the National Players, utilized the time available through a dark week on E street, to make an "ivory hunt" last week in behalf of his now celebrated stock organization.

Specifically he boarded a pullman with stop-over railroad tickets for Cincinnati, Cleveland and Detroit. In Cincinnati the visit was to look over the work of one Mary Newton, now serving as leading woman for the Stuart Walker Players, and highly commended in critical reviews as an actress of wide talent. In Detroit, interest centered in thespians now under contract to Jessie Bonstelle, who will be available when that entrepeneur's season ends, probably in April. In Cleveland were other mimes given a critical inspection.

Thence Mr. Cochran hopped to New York for certain serious conferences at the Lambs and Friars Clubs with those men of experience in the theater, known as directors. Clifford Brooke, who has served the Players as guide for several seasons has signed a one-year contract with Metro-Goldwyn to direct talking pictures, thus creating a vacancy in this department. More than a score of prominent Broadway directors are eager to fill the chair occupied by Mr. Brooke and some decision on this matter will be made very soon.

Of the old favorites on the National roster, Mr. Cochran already has signed Adelaide Hibbard, Ed Arnold, Robert Brister and Charles Hampden. Contracts have gone out to others who have an established following among the E street stock patronage.

The National Players have an imposing list of productions signed for the new season which, from present indications, will begin before the cherry blossoms bloom along the Potomac. "The Trial of Mary Dugan," "Paris Bound" and "The Queen's Husband" are a few of the dramatic hits scheduled for early production.

A CELEBRATED SYMPHONY BY BOSTON OUTFIT

Serge Koussevitzky announces the program for the coming visit of the Boston Symphony Orchestra to Washington for its concert in Poli's Theater on Wednesday afternoon, January 30, at 4:30.

The symphony of the occasion will be the second of Brahms in D major. Of Brahms' four symphonies, this one perhaps is most characterized by a semilyricism. It has none of the somber moods found in many pages of the first and fourth. Brahms, the poet and romanticist, never found such noble expression as in this masterly score. Its themes are the inspiration of the great melodist, and in this respect this symphony alone places him beside Mozart and Schubert. The performance of this symphony at the hands of Koussevitzky is considered as one of the most eloquent achievements of the great orchestra under his regime.

The program will open with Beethoven's famous overture to "Leonore" No. 3. This score is particularly known by the trumpet calls played off stage, describing the deliverance of the imprisoned hero in Goethe's drama.

Erik Satie, the French composer, who died three years ago, wrote a succession of piano pieces, entitled "Gymnopedies." Two of these, as delicately orchestrated by Debussy, will be played on this program. "Gymnopedies" signifies ritual dances by naked youths in ancient Sparta. The boys danced about statues of the gods, performing slow, rhythmed movements.

The Spanish rhapsody of Maurice Ravel, foremost of living French composers, will also be played. The composers of France have long been intrigued by the characteristic dance rhythms and melodies of the land across the Pyrenees, and Ravel has most eloquently revealed this influence in his "Rapsodie Espagnole." The master colorist has scored in magnificent orchestral dress such characteristic dances of Spain as the "Habanera" and the "Malaguena." The suite ends with a festal movement entitled "The Fair."

Church Plans Morality Plays for Bank Clerks

London, Jan. 26 (A.P.).—Workers in the city, London's financial district, are to witness plays on a movable stage in the Church of St. Andrew-by-the-Wardrobe, Queen Victoria street, as soon as the Bishop of London has sanctioned the project.

The rector, the Rev. J. R. Sankey, believes that a series of short morality plays, enacted during the lunch hour, will present to business men and women more graphically and attractively than any sermon the essential truths of Christianity.

When a scene in "Square Shoulders," featuring Junior Coghlan, required the juvenile player to blow a bugle it was unnecessary to go outside the company for some one to tutor him in the technique of blowing calls. Louis Wolsheim once served as bugler of Company E, First Regiment, N. G. N. Y.

PARENT-TEACHER ASSOCIATIONS

All material for this column must be in the State Office, Room 101, Burlington Hotel, by the Wednesday preceding the Sunday on which publication is desired.



With the aid and cooperation of the superintendent of schools, the District of Columbia Congress of Parents and Teachers held a one-day institute on the Parent-Teacher movement in senior and junior high schools Tuesday in the Franklin Administration Building.

The principals of every senior and junior high school received a letter from the State office building outlining this conference, and Dr. Ballou also sent a communication to each one indorsing the project. In his letter, Dr. Ballou said: "I trust that each senior and junior high school will be represented by one or more persons at this conference, which promises to be of real interest."

Mrs. E. C. Roe, field secretary of the National Congress of Parents and Teachers, conducted this conference and discussed the importance of high school parent-teacher associations in the educational field.

The State Parent-Teacher president, Mrs. Giles Scott Rafter, presided at the conference. Dr. Ballou extended greetings to those present and gave the institute his unqualified approval. Mr. Kramer, assistant superintendent of schools, was also present, thus demonstrating his interest in the movement.

Arranged by President.

The conference had been arranged by the State president, assisted by Mrs. Andrew Stewart, State chairman of High School Parent-Teacher Associations and Mrs. E. C. Roe.

Mrs. Roe is ably fitted to conduct such an institute as she has spent the last seven years conducting credit courses on the parent-teacher movement in colleges and universities, and holding conferences with parents and educators in all parts of America.

Mrs. Roe emphasized the importance of by-laws as a measure of growth. She said that the membership of every high school association must include fathers, mothers, teachers and representatives of the student body. The high school association must work with the student body not for them, so that the association should bring into a close union parents, teachers and pupils.

"Room Representatives," the value of real hospitality, and "Membership Participation" were discussed at length. The seven cardinal objectives of education were recommended as the essential basis of program work of high school associations.

The "Back-to-School" meeting, where parents go to all classes attended by their children, has proved very successful and should constitute the program once a year for every high school group. The guiding principles of the National Congress of Parents and Teachers were briefly outlined showing this great organization to be nonsectarian, nonpolitical and noncommercial.

Mrs. Roe stressed the ever-growing importance to educators in the parent-teacher movement, which is the great National of which each State and local association is only a part, and she emphasized the danger to the development of an organization that is not guided by the leadership and vision of the National.

Representation by Schools.

The senior and junior high schools were represented at the conference by the following: Western High School, Dr. Elmer S. Newton, principal; Miss P. E. Thoesen, assistant principal; Miss Irene Rice, teacher, and Mrs. Martha Mayo, of the Parent-Teacher Association; Central High School, L. G. Hoover, assistant principal; Miss La Sieur, teacher; Mrs. L. M. Saxton, vice president of the Parent-Teacher Association, and Mrs. S. J. Carpenter; Eastern High School, John Paul Collins and Miss M. J. Watts, assistant principals; McKinley High School, Frank C. Daniel, principal; John W. Adams and Mrs. E. R. Kalmbach; Business High School, Miss Frances Hay, teacher, representing the principal, Mr. Davis; Mrs. Frost Mills, representing the president of the Parent-Teacher Association; Alvin G. McNish, teacher, and Mrs. Gertrude Stant, member of Parent-Teacher Association.

Columbia Junior High, Mrs. A. I. Kinnear, principal; Mrs. H. B. Mayhew, president of Parent-Teacher Association; Mrs. J. L. Parrish, Mrs. G. E. Weed, Mrs. R. N. Covert, Mrs. M. E. White, Mrs. O. F. Lamond, Mrs. M. P. Kolley, Mrs. Charles Foster, members of the Parent-Teacher Association; Gordon Junior High, F. A. Woodward, principal; Mrs. Franklin Jones and Mrs. L. H. Macomber, president and vice president of Parent-Teacher Association; Hine Junior High, Miss M. Gessford and M. J. House, teachers; Jefferson Junior High, R. W. Strawbridge, principal; Mrs. J. R. Sheppe, president Parent-Teacher Association; Mrs. Mary Goss and Mrs. G. P. Leishear, members of Parent-Teacher Association; Langley Junior High, C. H. Holmes, principal, and H. Lee Smith, president of Parent-Teacher Association.

Powell Junior High, Miss Bertie Backus, principal; Mrs. E. R. Seal, president Parent-Teacher Association; Mrs. W. J. Stewart, Mrs. Hollister McQuary and Mrs. H. F. Martell, members of Parent-Teacher Association; Stuart Junior High, Claude Schwartz, principal; W. F. Bullis, Miss Mary Short and Miss Grace Ware, teachers; Mrs. W. Hillman, Mrs. C. W. Nestler, Mrs. C. M. Dunn, Mrs. J. W. Davis, members of Parent-Teacher Association; Macfarland, H. P. Safford, principal.

The State executive board was represented by Mrs. James W. Byler, Mrs. Andrew Stewart and others.

Institute.

The program for the one-day elementary school parent-teacher institute, to be held on Tuesday, has been carefully arranged in order to give members of school associations assistance and inspiration for the development of the movement in the elementary schools.

This institute will be held in the John Burroughs School, Eighteenth and Monroe streets northeast, and will consist of two sessions, one from 10 to 12 and the other from 1:30 to 3:30.

Mrs. H. C. Ovitt is the chairman in charge of the institute, assisted by the following presidents: Mrs. Wallace Perry, John Burroughs; Mrs. Epps L. Norris, Langdon; Mrs. Daniel Pratt, Woodridge; Mrs. L. L. Smith, Bunker Hill, and Mrs. E. N. Leach, Brookland. Those attending the conference are asked to bring sandwiches and the committee will serve coffee.

The topics to be discussed will be Organization, Activities and Projects, Steps in Program Making, Room Representatives, Community Singing, Recreation Stunts, Parliamentary Law Drill, Model Parent-Teacher Association Meeting and Questions Answered from Question Box.

This institute will be conducted by Mrs. E. C. Roe, national field secretary, who is a real expert on the growth and development of the parent-teacher movement.

During the last two weeks Mrs. Roe has conducted a one-day institute on senior and junior high school associations, and she has spoken to large groups of parents at the West, Columbia Junior High, Stuart Junior High and Langley Junior High Schools.

All parent-teacher members have been urged to attend, as it is an unusual opportunity to have the benefit of Mrs. Roe's teaching and experience.

Kingsman.

The Kingsman Parent-Teacher Association met Thursday, January 17. Mrs. Giles Scott Rafter, State president, led the singing of the Parent-Teacher song. It was voted to give the graduating class a luncheon and a dance, and the following committee was appointed: Mrs. I. B. Priddy, chairman; Mrs. Wild, vice chairman.

The girls of the school have made their graduation dresses. There will be about 38 members in the class. Mrs. McDonald was appointed chairman for a movie benefit. Miss Ulke's sixth grade won the $5 prize for having the most members present.

Mrs. Davis, past president of the Webb, gave a very humorous reading, and the Rebew Orchestra gave numbers. Mrs. Frank Kingsberry, soloist of St. Mark's, sang, accompanied by Mrs. Weber.

Mrs. Giles Scott Rafter, State president, was the speaker of the evening. Her subject was "The Fathers and Mothers are the Educators of the Children." Many fathers were present.

The "Circus" will be in town soon at Kingsman School. The grade mothers and teachers are in charge.

Fillmore.

The Fillmore Parent-Teacher Association met Monday in the school.

The association was addressed by Mrs. Irwin, of the Macfarlane Junior High Community Center, who explained the organization and management of a community center. The members voted in favor of establishing such a center at the Gordon Junior High School. The next meeting will be held Monday, February 18.

Blair-Hayes.

The luncheon which was to have been held in October by the Blair-Hayes Parent-Teacher Association was given Tuesday at the Hayes School. There was a record attendance and over $75 realized.

The next project of the ways and means committee will be a card party. The date will be announced later.

Corcoran.

The Corcoran Parent-Teacher Association met Tuesday evening at the school. A health play was given by the lower grade pupils.

An address was given by Mrs. L. H. Magruder, vice president of the Stuart Junior High, on "Parent-Teacher Association." Miss Grubbs' fifth grade won the attendance prize.

Cranch-Tyler.

The Cranch-Tyler Parent-Teacher Association met in the Tyler kindergarten room. A play was given by the pupils of the sixth grade, Cranch School, Miss Dugan teacher. The play was a repetition of the Christmas play, "Bird's Christmas Carol," given by the same children in their schoolroom at Christmas time. The children who took part were Ethel Tannenbaum, Dorothy Morris, David Wackley, Earl Wilson, William Hallack, Edith Johnson, Ruth Robinette and William Craig.

The association voted to take twenty copies monthly of the State Bulletin, these to be paid for from the association funds.

Five grades tied in the winning of the attendance banner for January.

Edmonds.

The Edmonds Parent-Teacher Association held a benefit card party at the school Friday evening, January 18. Mrs. A. L. Phillips, chairman, reported it a financial success. The proceeds amounted to $135 and will be used to augment the treasury balance.

The committee members assisting Mrs. Phillips were Mrs. J. O. Amidon, tickets; Mrs. J. Price, tables; Mrs. George Hild, cards; Mrs. Beiderman, tallies; Mrs. C. R. Baldus, prizes; Mrs. B. Grinder, hospitality; Mrs. H. Lichner, cakes and punch; Mrs. T. J. Whinerey, publicity.

Progressive five hundred was played in the upper hall and kindergarten room, while the seventh grade room was used for bridge.

The new electric radio offered novel entertainment for the guests prior to the card games.

Public Library.

Most of the books on social psychology deal with the adult, though every one realizes how important childhood is in forming the adult. Now Dr. Phyllis Blanchard has written a book on the social psychology of the child, which she calls "The Child and Society." The author regards childhood as a long period of training in socialization and so just as the child must learn to express himself by means of language, so he also must learn how to behave in various social situations. And from the point of survival and social adaptation, his conduct is far more important than his speech.

In the first part of her book, Dr. Blanchard discusses the ways in which the socializing process is carried on. She tells how the child is influenced by the family, the school, his intelligence, religion, play, reading, movies and adolescence.

Then, Part Two deals with failures in socialization and shows how undesireable behavior patterns are built up, why there are delinquents, and the work of child clinics. This is a book of interest to parents and very valuable to study groups.

Woodridge.

At the meeting of the Woodridge Parent-Teacher Association on Thursday evening, January 17, Seldon M. Ely, supervising principal of the Fifth Division, in his remarks introducing Dr. Frank W. Ballou, superintendent of the Washington schools, complimented the Woodridge P.-T. A. on the number of fathers who attended this meeting and said that it reminded him of the motto of the Minnesota P.-T. A., which is "Two intelligent parents for every child." Mr. Ely further said that he felt this would be a good motto for any parent-teacher association.

Dr. Ballou explained the characteristics and principal training courses at each of the senior and junior high schools and pointed out that though the main course in each school was different from the others yet each was a preparation for college work. Dr. Ballou also said that at the junior high schools the boys and girls were given an opportunity to begin special preparation for life, work or college, earlier and that this is very important as the schools are not only for those who go to college but for all. Mrs. Fast, from the John Burroughs P.-T. A., sang three excellent solos.

The fifth grade, Mrs. Newman teacher, was given the Lindbergh picture as a reward for having the most parents present. During the past week all the teachers and 158 pupils of the Woodridge School have been given the Shick test. A bridge and 500 card party will be given by this association on Saturday afternoon, February 9, at 2103 Rhode Island avenue northeast.

John Burroughs.

"If there could be 25 children to a room instead of the overcrowded conditions now existing in the schools, there would be fewer problem children and not so many overworked teachers," said H. D. Fife, of the Gales School special class at the John Burroughs Parent-Teacher Association meeting on January 17. There problem children are entered with the 300 or more normal children and helped and encouraged to live happily and unselfishly with the others.

At the business meeting the most important thing was the adoption of the constitution prepared by the committee, with Mrs. Warthen as chairman. Reports from committee chairmen included a plea from the health chairman, Mrs. Hodgson, that mothers be more careful in keeping their children with contagious diseases at home and not on the streets for the full length of time required by the Health Department. Mrs. Thornton urged that clothes be sent on the first Tuesday in February for reconditioning, stating that 50 families had been helped, and recently 10 children had been sent back to school outfitted from such donations from the District schools.

Mrs. E. C. Roe will hold an institute for Parent-Teacher members in the northeastern section of the District in the John Burroughs School Tuesday, January 29. There will be two sessions, from 10 to 12 and 1:30 to 3:30. Those who attend are requested to bring a simple box lunch, and coffee will be served by the members of the John Burroughs Parent-Teacher Association. The chairman in charge is Mrs. H. C. Ovitt, assisted by the following presidents: Mrs. Wallace Perry, John Burroughs; Mrs. Epps L. Norris, Langdon; Mrs. Daniel Pratt, Woodridge; Mrs. L. L. Smith, Bunker Hill, and Mrs. E. N. Leach, Brookland.

Friday, at 10 o'clock, the third of Dr. T. W. Galloway's talks on sex education, covering the 6 to 12 age, was given. The following Friday he will deal with the period of early and late adolescence.

Singing Mothers.

The Singing Mothers Chorus of the District of Columbia Congress of Parents and Teachers, Mrs. E. L. Norris, director, held its first meeting of the New Year Monday at the Burlington Hotel.

The first engagement will be a Founders' Day celebration and a reception to new members at the Emery-Eckington Parent-Teacher Association meeting which will be held Friday, February 8, at 8 p. m., in the Emery School.

Parliamentary Law.

The weekly parliamentary law class for Parent-Teacher members is being conducted by Mrs. H. M. Robert, widow of Gen. Robert. The class is held in the Burlington Hotel every Wednesday morning from 10 to 11:30 and the members of every Parent-Teacher Association in the District of Columbia have been urged to attend.

Columbia Junior.

The executive board meeting of the Columbia Junior High Parent-Teacher Association will be held Friday, February 8, at 1 o'clock, at the school.

Kenilworth.

The Kenilworth Parent-Teacher Association met in the school January 16 at 2 p. m. The benefits of the Community Chest were explained by Mrs. H. Kent. Founders' Day will be celebrated at the February meeting with a program by the children.

The gold fish for best attendance of parents was won by the first and second grades, Mrs. Anderson, teacher.

Curtis-Hyde-Addison.

At the meeting of the Curtis-Hyde-Addison Parent-Teacher Association on January 14 slides of up-to-date dairying were shown. Mrs. Harrison, chairman of the committee on arrangements, was given a rising vote of thanks for the success of the Christmas tree party tendered to the children of the three buildings by the Parent-Teacher Association.

A proposed "movie benefit" was discussed and the committee instructed to procure further details. Mr. Hilleary gave a report on the work of the District Public School Association. Mrs. C. L. Grimes explained briefly what is being achieved in instrumental music in the schools. Miss Curtin gave a violin solo.

Force-Adams.

A card party was given by the Force-Adams Parent-Teacher Association at the Burlington Hotel on Monday evening. Prizes of $3, offered by the association to the rooms selling the most tickets for the card party, were won by Mrs. Rouse's room, Force School, and by Miss Clokey's room, Adams School.

Miss Katherine Watkins, supervisor of kindergarten work in the District, spoke at the Adams school before the mothers' discussion group.

Barnard.

A benefit performance was given by Hubbard—the master magician and his all new company—Monday, presenting "The Funniest Show on Earth—A Big Carnival of Mirth, Magic, and Music."

The proceeds were for the benefit of the Barnard Parent-Teacher Association. The meetings of the "Study Circle" are held on the second and fourth Wednesday of each month at 2 p. m. in the kindergarten room. Executive meetings of the association are held on the second Wednesday of each month at 8 p. m.

The regular meetings are on the third Thursday of each month at 8 p. m. in the assembly hall.

Macfarland.

The Parent-Teacher Association of Macfarland Junior High School met in the school auditorium Friday. An interesting address was made by S. E. Kramer, assistant superintendent of public schools. The Rev. George Farnham, pastor of the Cleveland Park Congregational Church and instructor of elocution at George Washington University, entertained with a reading. It is planned to make the February meeting an affair with special entertainment features.

Jefferson.

The Jefferson Parent-Teacher Association meeting was held Monday at Jefferson Junior High School. A fashion show was presented by the domestic art classes under the direction of Miss Irene Minear. H. B. Stalling, from the American Automobile Association, spoke on the "Economic Aspects of Safety."

Mrs. L. H. Magruder gave a play. Miss Blandford's section won the banner for having the greatest number of parents present.

Carbery.

The Carbery Reading Circle met Thursday, January 17, in the Carbery School. The topic of the afternoon was "Comradeship between Parent and Child." Miss Mabel Cook, director of the Girl Reserves, gave a talk on this subject.

Play Day.

This is the title of a new book issued by the American Child Health Association. The book, which was written by Ethel Perrin and Grace Turner, staff associates of the association, opens with a foreword by Mrs. Herbert Hoover. It devotes several sections to explaining the advantages of the play day system of athletics, gives directions for organizing and holding play days in all kinds of groups and contains detailed accounts of fifteen play days held in various parts of the United States during the last two years. It is well illustrated, simply written, and of interest to all concerned with the well-being of American girls.

Young People and Drama.

National drama week, sponsored by the Drama League of America, will be celebrated throughout the country from February 3 to February 9. This week is important for the young people of our schools. The future of the stage in America depends upon them. If they choose to see good, worth-while plays, there will be good, worth-while plays for them to see.

The Drama League of America suggests the following ways of observing national drama week: The presentation of a well-chosen play by a group of amateurs; the production of a radio play; a theater party; lectures on the drama; exhibits in libraries, stores, schools and churches. The league is prepared to answer inquiries addressed to the Drama League, 55 East Van Buren street, Chicago.

West.

West School Parent-Teacher Association will meet February 4 at 8 p. m. The speaker will be William Knowles Cooper, director of the Y. M. C. A. Dr. T. W. Galloway will give his final lecture Tuesday at 10 a. m., the subject being "The Adolescent Period." A meeting will be held Tuesday, February 5, at 10 a. m., to organize a reading for those interested in social hygiene.

Daily Cross-Word Puzzle

By RICHARD H. TINGLEY

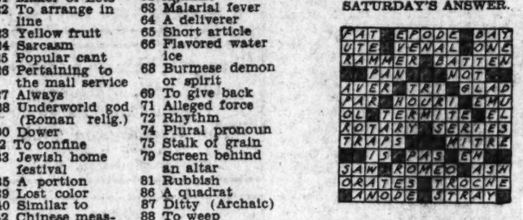
ACROSS.

1 To make smooth
7 To confuse
12 Loose upper robe
18 A snapping beetle
19 The burbot or fresh-water cod
20 A hydrocarbon extracted from pine tar
21 Maker of nets
22 To arrange in line
23 Yellow fruit
24 Sarcasm
25 Popular cant
26 Pertaining to the mail service
27 Always
28 Underworld god (Roman relig.)
30 Dower
32 To confine
33 Jewish home festival
35 A portion
39 Lost color
40 Similar to
42 Chinese measure
43 The soul (Egypt religion)
44 Walked
49 Territorial division in Denmark
50 Edifices for public worship
55 Sound
56 Sweats
59 Loyal
60 To eject
61 Decrease
62 Against
63 Malarial fever
64 A deliverer
65 Short article
66 Flavored water ice
68 Burmese demon or spirit
69 To give back
71 Alleged force
72 Rhythm
74 Plural pronoun
75 Stalk of grain
79 Screen behind an altar
81 Rubbish
86 A quadrat
87 Ditty (Archaic)
88 To weep
90 Continued pain
91 Not tame
93 Hindu queen
97 Ranting speaker
99 A beast
100 Lifeless
101 European clover
102 To retreat
103 To begin
104 Heating devices
105 Chooses
106 Concise
107 Simple

DOWN.

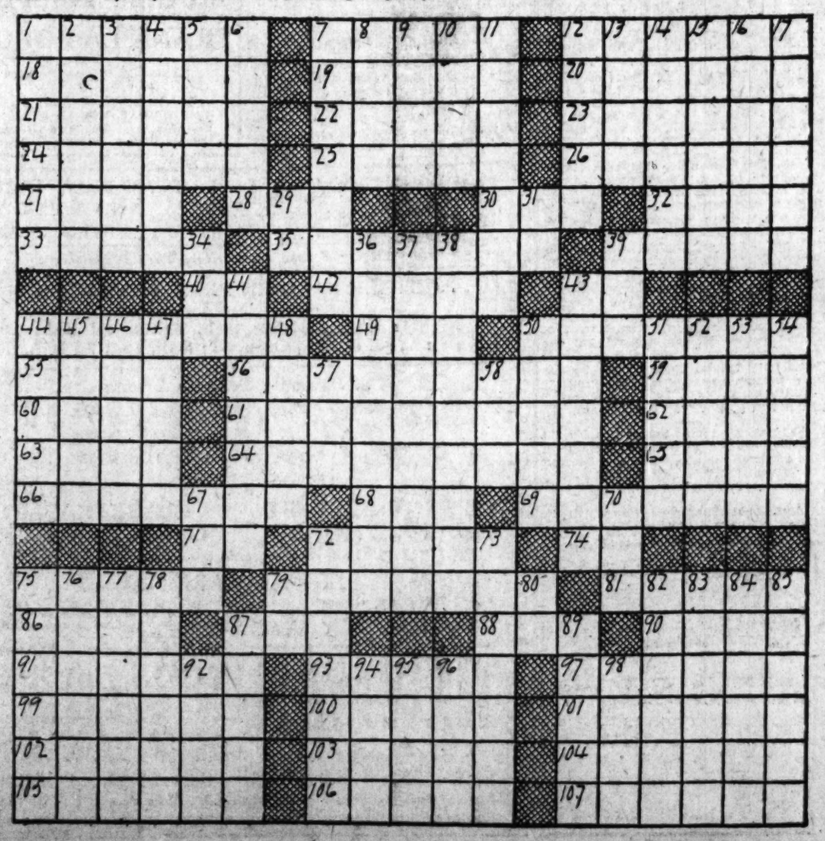
1 Meanings
2 To adhere closely
3 Deserted one's party
4 To dress
5 An equal
6 Did wrong
7 Accumulates
8 A sphere
9 A melody
10 An indication
11 Sneaking
12 Products of fields
13 Valorous person
14 County of Minnesota
15 Intellectual
16 To betroth
17 Staggered
29 Form of "to be"
31 Upon
34 To knock
36 One that chastens
37 Moderate
38 Hinted
39 Knave of clubs
41 Have sepals
43 To scatter over
44 Portioces
45 Strong
46 To follow
47 To become exhausted
48 To charge with debt
50 Male voice
51 To braid
52 Slow (music)
53 One that eats
54 Viscous mud
57 Master (Hebrew)
58 To soak
67 To bend
70 To place
72 Maker of verses
73 An ornament
75 Four-sided figure
76 Subterranean passageway
77 Having a flat breastbone
78 Pertaining to Adam
79 Japanese mile
80 As
82 To redeem
83 Lively
84 Ancient money of Babylon
85 Lack of orthodox belief
87 Erases
89 Brittle
92 A market
94 Poker stake
95 Close at hand
96 Sins
98 Female voice

SATURDAY'S ANSWER.



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Contributed by Wayne M. Goodwin, of Chicago, a past president of the National Puzzlers' League.



NOTES OF THE D. A. R.

Our Flag Chapter.

Our Flag Chapter was entertained at the Women's City Club by Mrs. Frank A. Wolff, Mrs. George Ricker, Mrs. K. M. Richards and Miss Elisabeth M. Pritchett for the January meeting.

The following were elected to represent the chapter at the national and State meetings: Delegate, Mrs. Albert M. Walker. Alternates: Mrs. G. M. Davis, Mrs. Frank A. Wolff, Mrs. W. B. Kennedy, Mrs. G. W. Trowbridge, Mrs. F. W. Brandes, Mrs. Frank Lee Williams, Mrs. Harry T. Harding, Mrs. J. Caldwell Jenkins, Mrs. Samuel Polkinhorn and Mrs. Woodbury Pulsifer.

Mrs. Ellen Spencer Mussey, of the State legislative committee, spoke on the survey of prohibition enforcement. Mrs. John L. Barr, State chairman, gave a talk on the work of her committee in teaching the correct use of the flag. Mrs. A. T. Fowler was elected to membership.

Louisa Adams Chapter.

Louisa Adams Chapter, D. C., held its annual banquet for members and their guests on Thursday at the Women's City Club. Miss Mary F. Bickford, regent, presided.

The guests of honor were Mrs. John M. Beavers, vice president general from the District; Mrs. Lowell P. Hobart, organizing secretary general; Mrs. Eli A. Helmick, registrar general; Mrs. David D. Caldwell, State regent; Miss Helen Harman, State vice regent; Mrs. Howard L. Hodgkins, ex-State regent of the District, and honorary member of Louisa Adams Chapter, each of whom made a short address.

Mrs. E. Grattan Kerans, chairman of Americanism committee; Mrs. Harry C. Grove, chairman of State historic committee, and Miss May Heim, chairman of committee on legislation in U. S. Congress, were guests.

Miss Gale Hunt and Miss Gladys Hunt, twin sisters, sang. Miss Evelyn Wells gave piano selections. The February meeting will be held at the home of Mrs. Leon H. Hebert.

Lucy Holcombe Chapter.

The January meeting of Lucy Holcombe Chapter was held at the home of Mrs. E. A. Hill. Mrs. Maude Harris, Miss Alice Sanger and Miss Eva Pope were assistant hostesses. Mrs. W. A. Griffith, of Berwyn, is a new member of the chapter.

Keystone Chapter.

The Keystone Chapter held its January meeting at 1643 Connecticut avenue. It was the fourteenth birthday of the chapter and Mrs. Ida J. Kinsell, the regent, and Mrs. Clyde Kelly, the treasurer, entertained the members at luncheon before the business meeting.

Mrs. Ida J. Kinsell, regent; Mrs. Harry J. Green, vice regent; Mrs. Clyde Kelly, treasurer; Mrs. Frederick Reynolds, recording secretary; Mrs. James D. Skinner, corresponding secretary; Miss May Adelle Levers, registrar, and Mrs. Nellie B. Tyler, historian, were reelected. Mrs. Morris T. Kistler was elected chaplain, Miss Mae Stevenson and Mrs. Theodore A. Huntley were elected assistant historians.

The following members were elected to serve as alternates at the congress in April: Mrs. Harry J. Green, Mrs. Clyde Kelly, Mrs. Frederick Reynolds, Miss Mae Stevenson, Miss Clementine Hanks, Mrs. Pearce Rayner, Mrs. Theadore Huntley and Mrs. Morris T. Kistler.

Thirteen Colonies Chapter.

The January meeting of the Thirteen Colonies Chapter met at the home of the regent, Mrs. Albion C. Tuck, the Park Lane Apartments, Tuesday evening. Mrs. James H. Kyner reported on Ellis Island work. Another box will be sent to Ellis Island before March 1.

The chapter historian, Mrs. Herbert Wilson, gave a report of a recent meeting attended, at which time she listened to a complete history of the District of Columbia and various other reports of historic interest. Ten alternates were elected to attend the national congress in April, Mrs. William R. Lowe, Mrs. James H. Kyner, Mrs. Herbert Wilson, Mrs. Raymond Evans, Mrs. William M. Wallace, Mrs. Walter E. Hutton, Mrs. Claude N. Bennett, Mrs. Steven H. Ford, Mrs. James Gooch and Mrs. J. H. Steed.

Student Loan Committee.

Mrs. James C. Ford, chairman, has called a meeting of the student loan committee on Wednesday evening at 6 o'clock at the Hamilton Hotel. Mrs. Ord requests all members who have not reported the contributions of their chapters to make their reports at this meeting in order that plans may be made to complete the committee's quota for the present year. A preliminary study of the work of the committee for the coming year will be made looking toward much broader activities in 1929.

Frances Scott Chapter.

The Frances Scott Chapter has issued invitations for a reception in honor of Mrs. Alfred Brosseau, president general, and Mrs. David Caldwell, State regent, at 2604 Fulton street, Wednesday, February 6.

Potomac Chapter.

The Potomac Chapter will have its annual birthday tea at the home of the regent, Mrs. Daniel C. Walser, Tuesday, February 5, 4 to 6 o'clock.

C. A. R.

The Governor Thomas Sim Lee Society Children of the American Revolution junior branch, under the direction of Mrs. Clayton E. Emig, met January 19 at the home of Susan Moore. Catherine Tidball, Mary Frances Eastham and James Gray Collins, jr., are new members.

Adelaide Beard read a letter from Crossmore School, where the society is educating a girl.

It was announced that Irene Lesch, Adelaide Beard and Jacqueline Churchill have been on C. A. R. radio programs held each Thursday.

Miss Nancy Lesh entertained the senior society at her home in Massachusetts Avenue Park. The chaplain, Richard Reidel, conducted the ritual. Virginia Pestet and Robert Wilson were received into the C. A.R.

Piano numbers were given by Irene Lesh and Maj. Clayton E. Emig gave an address on "Aviation."

Girls' Friendly

The branch at the Chapel of the Nativity will give a minstrel show, "The G. F. S. Minstrelettes," Tuesday evening at 8 o'clock in the parish hall under the direction of Mrs. Clyde Bell. Those taking part are Miss Margaret Shearer, Miss Edna Johnson, Miss Julia Curtain, Miss Margaret Draper, Miss Ellen Stang, Miss Louise Williams, Miss Mildred Bell, Miss Frances Johnson, Miss Josephine Curtain, Miss Betty Honey, Miss Idella Draper and Miss Jeannette Williams. A silver offering will be taken.

Miss Belle Logan was the supper speaker at the branch at the Church of the Epiphany on Monday evening, later taking the 46 girls through the Chesapeake & Potomac Telephone Co. to show them how everything functioned. Tomorrow evening the choir at St. Paul's Church, Rock Creek, will present an operetta, "The Fishing Party," in Epiphany

Magazine

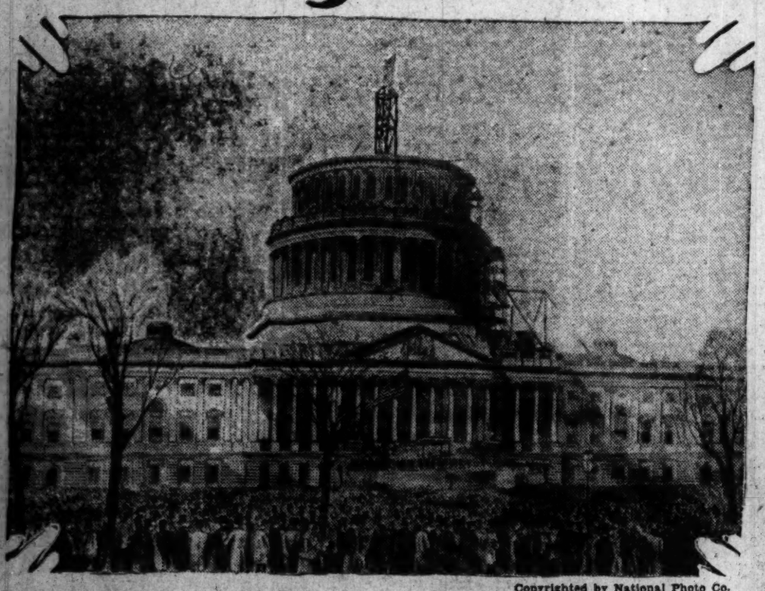
The Washington Post.

Magazine

WASHINGTON: SUNDAY, JANUARY 27, 1929.

Inauguration and the Weather Hazard

Will the Big Parade on Pennsylvania Avenue, March 4, Be Wet or Dry?—Meaning as to Meteorological Conditions, Not the Eighteenth Amendment—The Great American Quadrennial Drama Has in Most Cases Been Attended by Traditionally Terrible Weather—Interesting Sidelights on Our Inaugurations, Inclement and Fair—Anecdotes Long Forgotten and a Few Episodes That Were Neither Pleasant Nor Planned—Washington's Triumphal Procession; Lincoln's Tragic Mien.



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Scene on the east front of the unfinished Capitol upon the occasion of Lincoln's first inauguration.

By MERCEDES PHELAN HAYDEN.

MR. HOOVER, President-elect, has expressed a distinct preference for a more or less simple inauguration on March 4 next.

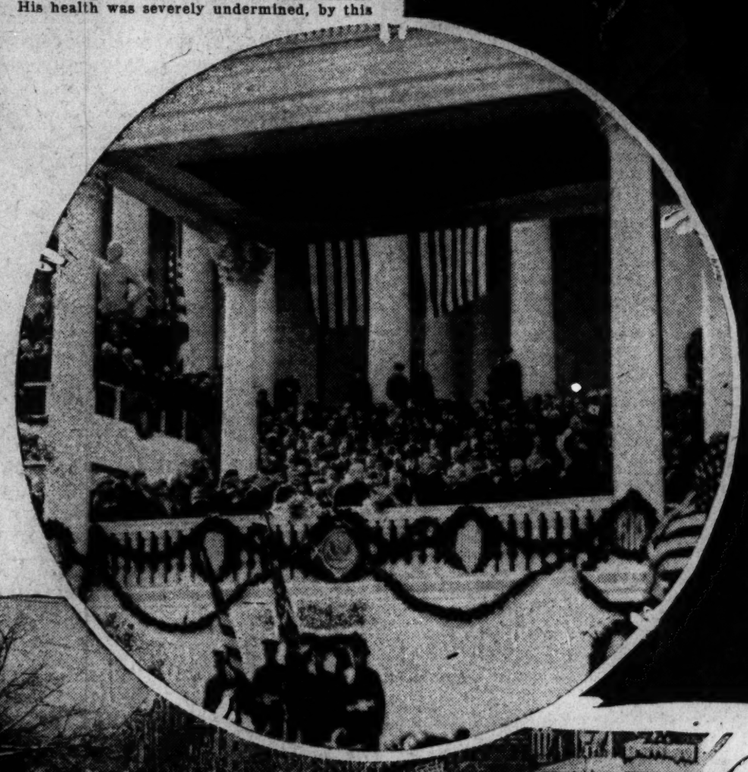
Republican party leaders, national chambers of commerce and boards of trade, and particularly local business, civic and social organizations are pretty generally agreed that an impressive, colorful and festive demonstration would be good for the country. They hope that Mr. Hoover's expressed wishes in this matter will not conflict with popular desire to make his inauguration an elaborate and memorable affair, but even the most optimistic of them are troubled by doubts based upon their knowledge of the man.

The fact is that the character of the inauguration rests very largely in the hands of certain perverse gods residing on that famous mountain called Olympus. If they happen to be in a malicious mood, all the plans in the world will count for naught.. Probably at this moment Jupiter Pluvius is saying to his cronies: "What say, friends—let's make whoopee with inauguration weather and show them our idea of a real celebration!" The storm committee will probably vote unanimously in favor of the motion, and then where will we be with our inauguration? Just where we have been on most similar occasions, as the argot has it, "all wet." Twenty out of our 35 inaugurations have been marked with every sort of disagreeable weather, varying from rain and wind to snow and sleet and a temperature of four degrees below zero.

Messrs. Coolidge, Harding and Wilson fared rather well with the weather dispensers when they made their inaugural addresses and took their historic trips up and down the Avenue. At times during the ceremonies it was a bit nippy and the new Presidents and spectators at their inaugurations wore their heavy overcoats, but the weather was so very much better than that usually experienced that to the old-timers in this inauguration business it was positively balmy.

But just think of poor Mr. Taft. What slush and sleet he had to ride through, and the poor old G. O. P. survivors and soldiers and sailors and other paraders had to march through, and 100,000 spectators had to stand in! With all preparations made for a beautiful and imposing spectacle to be staged on the east steps of the Capitol, under blue and sunny skies, came the dawn of March 4, and with it snow and sleet and rain. Pictures of the crowds around the Capitol and the parade up the Avenue look for all the world like Napoleon's soldiers and the famous snow scene at Moscow. Even hardy Mr. Taft could not see the sense of spending an hour or two on the Capitol steps exposed to such weather, so, as has been frequently done before, perforce, the newly elected President delivered his address in the Senate chamber. Some of the 100,000 souls who had been standing six, eight and ten hours ankle deep in the slush to catch a glimpse of his profile thought the Chief Executive should woo pneumonia or influenza as they were doing. One indignant man bawled out that Roosevelt would have braved any storm on such a day. It was a compliment to Roosevelt's courage, but we can hardly censure William Howard Taft for his wise and sensible decision to protect himself and the numerous members of his party.

Looking backward down the line of our Presidents we find that William Henry Harrison was the unfortunate victim of another disagreeable inauguration day. He was a very popular man and a great favorite with the people. John Quincy Adams says in his diary that his inauguration was celebrated with demonstrations of popular feeling unexampled since that of Washington in 1789. The historic "Tippecanoe" of campaign days and all the log cabin insignia continued throughout the inauguration and made of the parade a particularly colorful and happy affair. Gen. Harrison refused a magnificent carriage constructed by his admirers for his ride to the Capitol, and insisted on riding a horse instead. The crowd gathered for the inauguration was the largest yet seen in Washington and in order to give the spectators their fill of the log cabins, banners and bright regalia in the parade, the procession marched and countermarched for two hours up and down the Avenue before leaving its hero at the Capitol. The day was unusually cold and bleak with a chilly wind blowing. Gen. Harrison was exposed to such inclemencies for almost an hour and a half, while he delivered his address and all during the trip to the Capitol and later to the White House. His health was severely undermined, by this exposure. In a short time he was taken ill with pneumonia and the popular "Tippecanoe" died a month after his accession to office.





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Above, in circle—President Harding taking the oath of office without the harassment of storm, and (above) a reminder of the unbearable conditions that followed the "flareback" that marred the Taft inaugural ceremonies.

It was said at the time of Taft's inauguration that the weather was the worst since Grant's time 32 years before, and that was very, very bad weather. Paraders and spectators shivered throughout Grant's inaugural parade. Guests at the ball held that night in the north wing of the Treasury, while reasonably comfortable throughout the evening, were the victims of the direst sort of arrangements for the care of their wraps. Hundreds who were unforunate enough to have intrusted them to the unskilled laborers of the Treasury Department who had charge of the checking, were forced to make their way home on a bitterly cold night without any protection, coats and hats having been lost and misplaced wholesale. The Government would have been in a bad way if it had been legally responsible for the illness and suffering not to say bad tempers which resulted from such treatment. Even the well-known Horace Greeley lost his copyrighted white beaver hat and was forced to go home bareheaded.

The checking accommodations for Grant's second inauguration were all that could be desired, but, sad to relate, there were no wraps to check. To accommodate the large crowds, a temporary structure had been erected in Judiciary Square. Without warning, the thermometer descended precipitously to 4 degrees below zero. There was no heat in the building, and the guests wore their coats throughout the evening. Their misery was beyond description. A hot supper might have given them temporary relief, but that meal was described as a "cold collation" and afforded small comfort to those who had spent $20 a ticket to enjoy themselves.

We are further indebted to John Quincy Adams' diary for a description of another disagreeable and very wet inauguration, that of James K. Polk. We are told: "There was a procession of ten or eleven military companies, who escorted Mr. Polk and Mr. Tyler, who rode together in an open carriage from Coleman's National Hotel to the Capitol. They first assembled in the Senate chamber, whence they proceeded to a platform protruding from the portico. There Mr. Polk delivered his inaugural address, half an hour long, to a large assemblage of umbrellas, for it was raining hard all the time." There is an interesting painting in existence of the approach to the Capitol from the west during Polk's inauguration. Hundreds of persons are seen plodding up the very numerous steps to the Capitol Building. Heads and hats are not in evidence. From beneath the billows of row after row of umbrellas can be seen the gentlemen with their tight trousers and long-skirted overcoats, and the tight-waisted, big-sleeved figures of the ladies with voluminous skirts trailing in the water. An occasional dainty ankle is indiscreetly exposed by its owner, who tries desperately to protect her gown from further damage on the wet steps—and the rain pours down!

Scattered among the disagreeable inaugural days there have been, we admit, some blessed with fine weather, but why, after all, should the ceremonies take place when Washington is notoriously at its worst. We have gorgeous springs here. The beauties of the cherry-blossom season are known all over the world. Is there any good reason except precedent why inaugurations could not be held on, say, April 4 or May 4? Why should the hundreds of thousands of visitors who swarm to the Capital City on or before March 4 pay for their enthusiasm by illness and discomfort caused by the uncertainties and inclemencies of our March weather? The question has come before Congress on many different occasions, when a bill to adopt a new date would pass one house only to be blocked by the other. Politically, I presume, March 4 is as good a date as any for the inauguration of our Presidents, but for the sake of the chief executives themselves and on behalf of the well being and pleasure of the Capital's guests we are strongly in favor of a date when the weather in Washington will at least be reasonably fair.

The weather, after all, should play but a minor part in our great national drama, and if it weren't so consistently disagreeable we would give it scant attention. Every inauguration is similar in its general outlines to those which have preceded it, but each in turn is characterized in many ways by the personality and individuality of its central figure. There are moments of pathos and genuine sadness on these important 4ths of March. There are comedy and humor, too, and sometimes a veil of impending tragedy has hovered over all the proceedings, as in the case of Abraham Lincoln, when that great man of necessity came silently into Washington from Baltimore on the eve of his first inauguration. Gen. Scott himself was in charge of the large number of picked men who guarded the President. Sharpshooters in squads were located on the roofs of the houses along Pennsylvania avenue to spot any hostile demonstrations from the buildings opposite or on the part of the spectators along the line of march. On the brow of a hill near the Capitol, commanding the east front, was stationed a battery of flying artillery, and Gen. Scott stood by, ready to give the command to fire should hostilities begin.

President Wilson's two inaugurations were unusual in that while the first boasted 40,000 in the line of march, his second numbered but 18,000. Our entrance into the World War was imminent then, and the spirit of the times was indicated by the presence for the first time in history of armored cars and motorcycle machine-gun squads in the procession. Mr. Wilson's second inaugural speech was out of the ordinary in that he devoted practically all of it to the very important question at that time of our foreign relations, particularly stressing "the things we shall stand for in war or in peace."

Roosevelt's inauguration was characteristic of the man. Seth Bullock, sheriff of Deadwood, S. Dak., a personal friend of the President, gathered a band of genuine cowpunchers from the plains of the West to come to Washington in all their fringed regalia and cowboy toggery, bringing with them their spirited broncos. Famous Indian chiefs also marched, among them Geronimo, the notorious Apache who so cunningly had eluded United States troops and for a decade fought against the encroachment of white settlers. There were in all 30,000 soldiers and civilians in line, representing nearly every creed and color.

The campaign between Andrew Jackson, John Quincy Adams, Crawford and Clay was

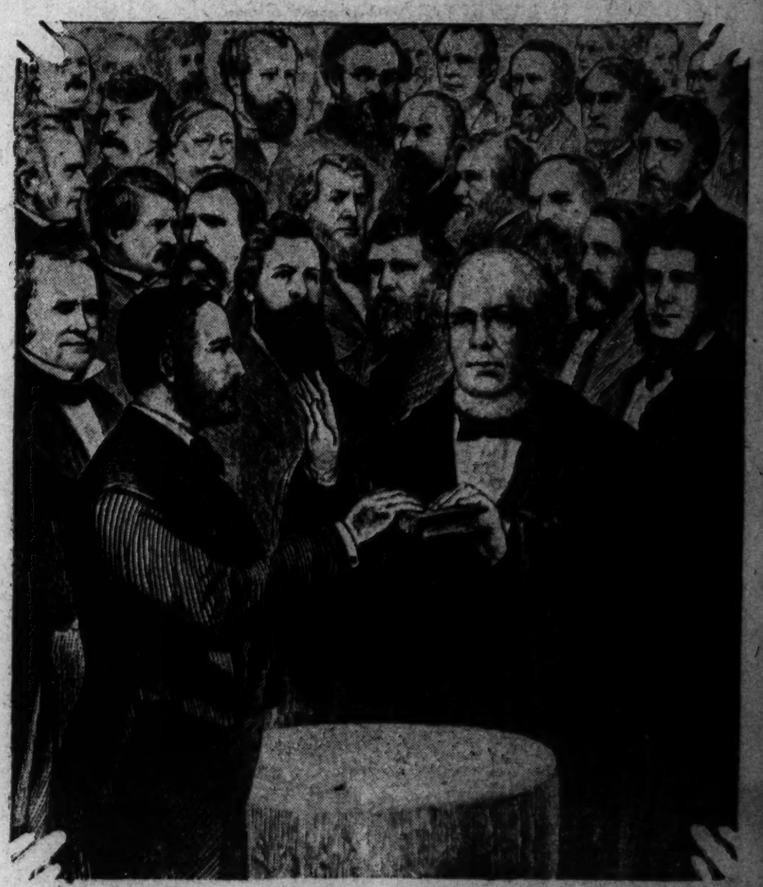
CONTINUED ON PAGE 3, COLUMN 6



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The ride through Pennsylvania avenue will be no novelty to Vice President Charles Curtis, as will be seen from this view of his participation in the Coolidge Inaugural.

Herbert Hoover, President-elect, and his running mate, Charles Curtis, from their expressions, evidently anticipate no inclemency of weather March 4.



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Grant's inaugurations were attended by incidents not altogether pleasing to their participants.

WINGS OF SONG

By CARL CLAUSEN

He Was Sprung From the Glories of the Western Hills, and She From the Frowsiness of Greenwich Village, But Fate Refused to Keep Them Apart.

PETER CONRAD was born in Wild River Valley, in the heart of the California redwood country. His parents were of old English stock. Plain folk of the soil; no aristocratic ancestry.

Up to the age of 24 he had never considered himself destined for great things. He was a farmer and expected always to be one. He took a lively and normal interest in the communal life of the village, at the outskirts of which lay his 80-acre farm. He was popular at winter socials because he was a pleasant, amiable fellow, and because he possessed an unusually good singing voice.

He discovered early that he was able to sway his small audiences to tears and laughter. This he ascribed to the simple and homely songs of his limited repertoire. He did not know his voice had the rare quality and color that moved audiences to tears and laughter.

One day he came upon a girl painting in a grove of redwoods above the village. She was, like himself, young in years; in the ways of the world, centuries older. She had set up her easel and canvas chair on a bluff overlooking the river. He had heard of her from the people of the village.

He was about to make a wide detour to avoid disturbing her when she called out a greeting to him.

"Good morning," he replied.

She turned a pair of dark searching eyes upon him.

"I heard some one singing a while ago. I wondered if it were you?"

"It was."

"I liked it. You have a fine voice."

"Well," he replied, "I kind of like it, myself. I guess that's only natural, though."

The girl wiped her brush on a piece of rag and leaned back in the canvas chair; she regarded him and the partly finished painting alternately.

"Of course," she said.

He cocked his head at the canvas.

"Is that picture for a museum?" he asked.

The girl rubbed a speck of paint from her thumbnail.

"I hope not. I had visions of selling it."

"O, you're going to sell it?" The surprise in his voice was manifest.

"Why, yes! Don't you think it good enough?"

"I was only thinking that if I could paint pictures like that I wouldn't want to sell 'em."

"What would you do with them?" she asked without raising her eyes.

"Keep them for folks to look at."

"But suppose you had to make a living at painting?"

"I wouldn't want to paint if I had to make a living at it. You could work at something like I do; then you wouldn't have to sell your pictures."

The girl contemplated the point of her brush fixedly as her mind ran over the six years of gruelling labor and exacting study at home and broad.

"You don't regard painting as work, then?" she asked gently.

"It oughtn't to be. My singing isn't work."

"Suppose," she said, "that some one offered you a $1,000 a week for singing; what would you think then?"

He threw his head back and laughed.

"I'd think they were crazy!"

"And if some one paid me $500 for this painting, you'd think they'd gone crazy, too, I suppose?"

He gave the sketch a sidewise glance.

"It's not for me to say," he qualified guardedly; "I don't know anything about art."

"But you wouldn't want to sing for money?"

"Well, I had never thought about it. I don't know who'd want to pay to hear me. Besides, it wouldn't be fun any more. If you make a business out of your pleasure it isn't pleasure any longer."

The smooth brow of the young woman furrowed lightly. His argument was too sound for contradiction.

"You could always give away the money your voice earned to the poor," she remarked with a touch of irony.

"That's right," he agreed innocently; "I could do that!"

"And think of all the sick and maimed to whom you could bring hope and cheer," she went on with a wry smile.

"Yes, that would be great," he replied, his blue eyes lighting; "guess I've been selfish, staying here, singing for my own pleasure."

He was looking out over the wooded valley. His young, strong face was aglow with the thoughts her words had evoked. She felt small and cheap for having baited him.

"Sit down," she said, pointing to a rock; "I like to talk with you."

He turned his head and looked at her as if he had just awakened from a dream in which she had not been included. Apparently he had not heard what she said, for he remained standing.

"Have you studied music?" she asked after a pause.

"O, yes," he replied. "Mattie Summers plays for me when I want to learn a new song. I practice with her nearly every week."

"Where did she study music?"

"Who, Mattie? She's never been away from the village. But she's a fine pianist. I've seen her take a new piece of music and run through it the first time without making a mistake. She's a natural born musician."

"You know that there's a right way and a wrong way of singing, don't you?"

"O," he replied animatedly, "I know what you mean. Sometimes when I feel extra good I sing better than other times. My voice seems to pour out like—like sunshine!"

The girl drew a deep breath at his earnestness. She reached out her hand in a bar of leaf-filtered sunlight which she had tried to capture with her brush.

"Wouldn't you like to go to New York?" she asked.

"New York? Why, I don't know. California's pretty good. I've been to Portland, Oregon, once. It isn't near so pretty as this," he finished with a sweep of his hand.

"Spoken like a true son of the Golden State," thought the girl. Aloud she said: "I mean, to study music with the masters. You owe it to yourself—certainly to your voice. Have you ever heard any of the great singers?"

"I've heard Caruso, and Chauncey Olcott, too, on a phonograph in a music store in Eureka."

The girl smiled at the pairing of the two names.

"Wouldn't you like to be able to sing like them?"

He was silent for a moment; then he said:

"Isn't my voice as good as theirs? You know, I thought it was. The phonograph makes a difference, I reckon."

The girl gave a start as if some one had let fall a heavy object near her. She regarded her visitor through narrowed lids, but discovered no trace of levity in his face, any more than there had been in his voice at the extraordinary statement.

"He's either a genius or the most insufferable egotist since Adam—probably both," she decided; then changed her mind when she saw his troubled look deepen.

"It's a great thing to have confidence in oneself," she said; "an assurance such as yours could move mountains if properly applied."

"I'm really no judge of voices any more than you are of art," she said hastily; "you're probably right. And if your voice is as good as Caruso's or Chauncey Olcott's—you certainly ought not to withhold it from the world. You owe it to yourself, too, to make the most of it."

"I guess you're right." He ran his hand across his eyes. After a short silence he said: "Maybe I'll take your advice and go to New York. I reckon you live there?"

"Yes," she replied. "I haven't a card with me, but if you'll run up here some other time—tomorrow or the day after—I'll give you my address. I'd like to have you call. Perhaps I can be of assistance to you."

"That's mighty nice of you. I'll come over day after tomorrow if you don't mind. I'm going hunting on Grouse Meadows with Mattie's brother in the morning." He held out his hand. "I'm sure glad I met you; you've given me a lot to think about."

She stood looking after him as he crashed through the underbrush and disappeared in the direction of the river. Then she went back to her canvas chair and sat looking at the half-finished sketch.

"He's almost too good to be true," she mused in conclusion to a certain line of disturbing mental comment.

* * * * * * * *

"Why, certainly, Stephen, bring him along. I'm always glad to meet a new man!"

There was a brief silence; then the voice came back to her over the wire somewhat petulantly:

"You might be a little enthusiastic about the old ones, Janet!"

"Are you going to continue along that line all winter?"

She made a movement to hang the receiver up, which, as Mr. Stephen Barry was some 4 miles away, in the upper eighties off Fifth avenue, was totally wasted upon him as a gesture of protest.

"I'm not. I'm merely tired of being treated like an old shoe," he replied.

"Old shoes are useful on rainy days, Stephen, but Cinderella sandals make you step high and wide. I'll bless you forever if your infant prodigy has charm as well as a voice."

"He's 26, and no infant prodigy," Mr. Barry retorted.

"Is that a soft slam at my own twenty-odd summers?"

"You know it isn't, Janet. I'd marry you if you were 46."

"Careful, Steve! I may call your bluff two decades hence. Bring your young Tamagno, and tell him not to forget his music. There'll be some one to play the accompaniment. What did you say his name was?"

"I didn't say. It's Peter Conrad."

The girl's hand holding the receiver descended slowly until her elbow rested upon the telephone stand. She sat looking at the black cylinder absently while Barry's voice came to her ears in impatient, diminished: "Hello * * * hello * * * are you there, Janet?"

"Yes, I'm here, Stephen," she replied presently; "I was just moving my chair."

"O! All right. We'll show up at 9, as usual, then."

"Make it earlier if you like—before the gang arrives."

"Fine! Eight-thirty, eh? That'll give us half an hour together."

"But not alone, Stephen. Mr. Conrad's coming with you, isn't he?"

"Oh, certainly; but practically alone. Three's not so much of a crowd, what I mean. So long; see you at 8:30."

Janet Brent hung the receiver up and walked slowly into the living room of her studio apartment. She paused before the fireplace, above which hung a large canvas of a giant redwood.

"If he's conceited," she mused, "he'll think—no, I won't take it down. It'll be a sort of a test!"

He arrived with Stephen promptly at 8:30.

Peter Conrad had released her hand. He stood looking at her with his frank, blue eyes. She knew she was being weighed by the shifting values of two years.

"One of us has traveled a long way since then," he said softly.

"And the going—has it been rough?" she asked.

"Well," he replied, "from Mattie Summers to Signor Chantroni there were a few detours."

"O, you're studying with Chantroni?"

The interest in her eyes deepened to respect.

"I was until last week. I'm leaving for Italy next Friday for two years at the Conservatory of Music at Florence."

Stephen Barry's gaze followed Peter's.

"Aha," he said, "forest primeval stuff! Young lyric tenor warbles to the sun while she slaps her John Hancock in the lower right hand corner of a yard of eight ounce duck! Hope I'm not intruding."

"He always fidgets before his first cocktail, Mr. Conrad," Janet explained lightly as she felt a faint rush of color mount her cheeks. "You'll find the shaker and the wherewiths in the usual place, Steve. Bottom shelf in the pantry."

"You've not told me why you didn't look me up sooner," she said, casting about for a safe topic and picking the most dangerous one.

"There were several reasons," he replied. "At an art shop in Madison avenue I priced one of your paintings. The dealer seemed fairly sane," he added quizzically.

"I see. You thought that in scratching me you'd find a snob?"

Her agitation was throwing her into a panic. The young singer stood looking down at her with that same old expression of frank surprise.

"I wonder why you want me to believe that you think so?" he said. "I merely did not wish to give you any reason to regret the generous impulse that was prompted by your interest in me two years ago."

He spoke with the precise deliberation of a foreigner who has just learned the nice shadings of the English language. It gave him charm and distinction, and also, for some unknown reason, added to her discomfiture.

"And you didn't find my letter?" she asked.

His gaze shifted to the painting.

"O, yes, I did."

From his pocket he drew a familiar looking envelope. She glanced at it hurriedly.

"I was called back to New York the day after our talk," she explained. "And now tell me about your hopes and aspirations—and fears, if any," she added as if by an afterthought.

"Fears?" she repeated; then dismissed the notion by silence. Presently he said: "What aspirations I have are due to you. My hopes, too, concern you."

"I'm afraid you're giving me too much credit," she said, lightly, although she could feel her heart hammering in her temples.

He looked at her long and steadily.

"I've thought of you more or less constantly for the last two years," he said; "probably because of that mocking light with which you hid the truth in your eyes. I appeared to you then as a good deal of a simpleton. It may surprise you to know that my thoughts about you were—not much different—when you tried to make me believe you were painting only to make money. My knowledge of art was less than vague, and it is not much more than that now, but the sincerity of your work gave you away, even to me.

"I had not intended to see you until I had made good, but when I found I had to go to Europe, I put myself in the way of this invitation tonight through our mutual friend, Barry." He lowered his voice. "I met him at a party one night last week. He was indulging in his favorite pastime—drinking highballs and extolling your virtues, and gave a very good imitation of being engaged to you."

His eyes strayed to her ringless left hand resting on the arm of the chair. His superb assurance was bewildering, but it was also subtly thrilling. That, she decided breathlessly, was the biological penalty of being a woman.

"Suppose we just call each other by our first names, and let it go at that—for the moment," she said with an abortive attempt at jocularity.

"And you're not engaged to Barry?"

"Not—nor ever. Mister Caveman from California!"

The party was like most of its kind, an aggregation of young moderns with nothing to do, attempting to do it gracefully and not succeeding very well. The conversation was confined to two subjects—liquor and the illicit procuring of liquor.

"Stupid, isn't it?" Janet said to Peter. They were treading their way to the bleat of a saxophoned syncopation of Samson and Delila over the hand hewn floor planks that had been laid when minuet was considered risque and waltz slightly immoral.

"I think it's very interesting," he replied. "It's part of life."

He was looking over the heads of the milling dancers. She envied him his ability to detach himself from his surroundings. He was an amused but not at all critical spectator, a sort of genial Olympian viewing the vagaries of mortals from afar, knowing himself immune from contamination with them. She wondered if he included her in the part-of-life category, but his next words reassured her.

"You must get a great kick out of watching their antics," he said.

She was on the defense immediately. It was an abdication of her feminine prerogative to permit a man to take a member of her sex for granted.

"Perhaps I'm their kind," she said lightly.

"You wouldn't think them stupid if you were," he replied, "and you wouldn't have backed me up when I begged off singing for them a while ago," he added, spiking her guns for good and all.

"You've changed a lot. Two years ago you'd have sung at the drop of a hat," she reminded him.

"Two years ago I didn't know you. You'll never hear me sing until my voice is—what I told you then I thought it was."

"And if you fall short of that? Must I never hear it?"

"No. I'm sentimental about it."

"Suppose you fail?"

"I shan't fail."

She looked deep into his blue, serious eyes in an effort to gauge the store of fortitude that lay behind them. A sudden wave of panic—something almost maternal—swept over her at the thought of the broken fragments of his faith scattered along the road.

"You might lose your voice," she said.

"That is, of course, possible. But if I do I can always go back to the farm. I didn't burn my bridges behind me."

"It would be pretty hard, wouldn't it?"

"Only because it would take me 3,000 miles away from you."

"You don't think I'd fit into the picture with a sunbonnet and a milkpail?"

"I think you're too sensible to fly in the face of providence," he replied; "love is too fine a thing to gamble with."

She managed to suppress a gasp.

"Which means that I may consider myself engaged to you—if you make good?"

They had been forced into a corner by the jostling of the other dancers. His arm relaxed from her waist, and came to rest upon her shoulder.



He took her quite shamelessly to one of those little basement rendezvous of the village.

"There's no if about it, Janet."

"But I might get tired of waiting another two years." She was fighting for her rights and in the panic of the moment the word "another" slipped off her tongue. She came near hating him just then, but he seemed so totally oblivious of the shambles he had made of her feelings that she was left utterly demoralized.

"Peter," she said between her teeth, "you're getting away with murder!"

Before he left she had agreed to see him the following night. He took her quite shamelessly to one of those little basement rendezvous of the village where the music is very gay and the food very sad. She hadn't been inside one since her struggling days when she made two-color posters in a McDougal street attic, and had tried quite earnestly to be a Bohemian, even after coming to the conclusion that her witch-burning ancestors had marked her at birth with intolerance.

He was unaware of her acute distress at being recognized and stared at as a personage. His childlike self-assurance and frank delight at having her for a dinner partner left her utterly defenseless. He was like some great ingenuous St. Bernard shaking itself after a bath, sure of its welcome. She marveled at his ability to extract enjoyment from the simplest things, and ended up by being seriously smitten with the same virus.

In her final summing up of the evening, when her reading light at last capitulated to the dawn, she knew she'd probably marry him and think forevermore in terms of baby food, which was, perhaps, after all, a sort of poetic justice, since her early advertising posters had written its calories to the sky.

She made up her mind not to see him the following day, so when he called up at noon and told her that, as he had some business to attend to in the neighborhood of Columbus Circle, he wouldn't be at liberty until 2 o'clock, she put her hat on and waited for him on a bench near the Maine monument from 15 minutes to 2 until 10 minutes past, and was rewarded with an invitation to lunch at a self-serve restaurant and a stroll in Central Park.

She would have committed murder for less. Instead, she found herself horribly content, which infuriated her further. The crowning indignity came when he took her for a row on the lake. She submitted with a feeling of kinship for certain dark gentlemen who make barratry and the scuttling of ship an avocation.

When he became involved in a playful aquatic battle with a bluejacket and his girl in another boat, she merely squealed with delight, and felt an impulse to kiss Judy O'Grady while they were both being nicely soaked to their historic skins.

The four days that remained until his departure for Italy were spent in doing very old things in a very old and orthodox manner that had all the flavor of Argonautic adventure.

When, late in the evening before the day of his sailing, he took leave of her at the door of the apartment house, it occurred to her that he had never even kissed her. It also occurred to her, as she reviewed their amazing five days, that she, herself, had been, while not actually the aggressor, at least very much of an accessory before the fact. She pressed the button of the automatic lift with a thumb that flattened under sustained and thoughtful pressure. Well, she decided, it'd be all over tomorrow. She'd see him off and run down to Bermuda for a few weeks and weed her onions!

Nevertheless, she walked up the steamer's gangplank half an hour before sailing time the next morning, like a prisoner going to execution. His stateroom companion, a young, dark man with tragic eyes, was bidding good-by to a slim girl who wept quite frankly as he led her out on deck.

Janet felt suddenly weak, and the smile she tried to muster for Peter was somewhat damaged in transit. They looked at one another soberly for a moment, then she wilted into his arms like any starved and abandoned thing. His kisses fell upon her burning eyelids, strong and cool, and upon her lips gently and with the tenderness of an old sweet song.

She didn't go to Bermuda. In fact, she hardly left her studio at all for fear of missing the mail carrier.

In the 24 months' correspondence that ensued she followed his progress with the wondering eyes of a child watching a comet which, it has been told, will not be visible again during the child's lifetime. Not once did he, himself, exhibit the slightest amazement. When he was chosen to sing minor roles at La Scala the very first season, he merely asked her if she didn't think the practice might be good for him! And when the conservatory scholarship was awarded him at the beginning of the second, he hoped that he wasn't taking it away from some poor devil who needed it worse!

At times she loved him desperately, frantically; at other times she debated whether to ship him a box of poisoned caramels. If he had only been the least bit conceited.

Then there were calm moments when she knew she loved him because he, too, possessed one thing that had carried her to success over the spiked walls of family objections, the thing that had worn down the iron will of her New England father, had won recognition and acclaim from a swarm of contumelious relatives—Faith.

She knew that in Peter, like in herself, burned that immortal fire—genius.

One day the following autumn when she returned from an editorial conference with a contract for the illustration of a serial by a famous author, she found a yellow envelope under her door. It was a cablegram from Peter. He had been engaged for leading roles in Verdi repertoire at the great and august La Scala for the coming season.

She wept. She never knew until then how fearful she had been that he might fail. She would have given anything at that moment to have read the glory in his calm, blue eyes.

"Beloved," he said in a letter week or so later, "I wish you could be with me in Wonderland. It seems that the management waived an iron-bound rule for me last night—that of not permitting a singer to give an encore during a performance. At any rate, I had to sing La Donna e mobile three times before the Seventh Heaven Celestials would let us go on. In other words, Pete stopped the show. It was rather nice * * * still, I didn't do myself justice * * * too excited, I guess."

She kissed the letter again and again. O, divine dissatisfaction! In any one else such modesty would have smacked of pose.

The incoherence of her cabled congratulations was not due altogether to the limitations imposed by the Morse code.

"Verdi repertoire is all very well," he said in his Christmas letter, "but I'm preening myself for better things. They've promised me Pagliacci. In fact, it seems that I can have almost anything for the asking * * *."

She smiled as she reread the letter by the light of fire that evening, and the flames seemed to become articulate with red-tongued exultation.

"Janet, darling," he said in one of his March letters, "I hope you won't object to a slight change in your future name. A gentleman from the Metropolitan Opera in New York, bearing a document with many whereases and frequent references to parties of the first and second part, came to see me last night, and left with my name on the dotted line. I'm engaged for two seasons at a sinfully adequate salary under the name of Pietro Conradi. I can feel your New England pulse grow feverish, but it seems that all roads lead from Rome, and you'll still be plain Mrs. Conrad to the iceman, P. S. The season closes here in three weeks. I've booked passage to New York on the Arctic, arriving there on the twenty-first of April."

She slept not at all that night. Hours after midnight, when the urban chant had dropped into that minor key in which cities greet the dawn, she arose and went into her dark workroom. She groped for a chair and curled up in it. The light of the stars fell suffused in a faint silver mist through the great frosted skylight. She wanted to fill her arms with stars for him.

She received a cablegram from Peter on the day he embarked at Southampton. Intolerable seven days! On the morning of the sixth a radiogram came.

"Dearest," she read, "there'll be a concert aboard tonight for the Mississippi flood sufferers. It is going to be broadcast. I'll sing Vesti la giubba from Pagliacci. Tune in on your radio through Station WPJ at 9:30, New York time. I'll be singing it to you. Until tomorrow!"

She adorned the living room with branches of cedar and pine. She gathered the balsams of the woods, the scents of the mountain meadows. Florists' shops were raided for the last sprig of fir and tamarack.

At 9:20 she tuned in on a monologue by a famous comedian. She thought he'd never stop his chatter. There was a short pause, followed by the ship's announcer ringing the man off and giving the usual explanatory talk, then—"the next number will be Vesti la giubba from the opera of Pagliacci, sung by Signor Pietro Conradi, premier tenor of La Scala."

The notes of the introductory measure tinkled across the air like the faint prelude to a fairy symphony. Janet sat very still, hardly breathing.

At the first "Recitar" her heart gave a great leap, and when he finished the short recitative with a sonorous "Tu se Pagliaccio!" tears blinded her vision.

"Vesti la giubba!" he sang. The great room was filled with the exquisite solemnity of his phrasing.

"Ridi Pagliaccio!" His voice rang to the rafters, true and clear, like a bell cast in the alembic of the infinite.

When the last throbbing "il cor" died to a whisper and the applause pattered over the air like some Lilliputian cavalcade, tears of joy were coursing down her cheeks.

"O, glorious boy! O, golden voiced minstrel of the woods!"

As in a dream she heard his encore being announced. It was to be Annie Laurie. She leaned forward in her chair, straining her ears not to miss a single syllable.

"Maxwellton's braes are bonnie," he sang with infinite tenderness. Then, of a sudden, his voice was clipped off. Involuntarily her hand moved forward. She ran to the instrument to readjust it, but got nothing but a jumble of noises, then the voice of WPJ's announcer came across the air in crisp staccatto sentences:

"Signing off the Arctic's concert! An S O S call has been sent out. Everybody ordered off the air!"

Silence!

Her hand dropped away from the dials slowly, and came to rest upon her heart. She did not know it was resting there until she felt the throbbing in the hollow of her palm.

She flew to the telephone and got WPJ on the wire.

"I am calling about the S. S. Arctic's concert," she began, trying to keep her voice steady.

"Sorry, Madam, but we've been ordered off the air. An S O S——"

"Yes, yes, I know," Janet interrupted the operator, "but what vessel is it? The Arctic?"

"Couldn't tell you, Madam—no, there's no way of finding out until the news comes in through the Associated Press wires. Sorry!"

Janet hung up without replying. She glanced about the room with frightened eyes as her hand fell away from the receiver.

"No, no!" she cried, "it can't be! I won't believe it!" And the next moment she told herself that grim fate would never miss a chance like that.

She put her hat on and went out. For more than an hour she walked the streets, blinded by the terror of apprehension. It was nearly 11 o'clock when she turned into Washington Square again. The warm April evening had emptied the tenements of McDougal street and Sixth avenue of their polyglot denizens. Children shouted to one another. Mothers admonished in shrill, alien tongues, and knots of men settled the affairs of the Nation with a gesture and a shrug.

She found a vacant seat on a bench and slipped into it. Through the Washington arch, Fifth avenue lay like a string of pearls stretched on black velvet for a buyer. A great two decker bus came to a stop near the arch, and a newsboy gathered his harvest of coins from the disembarking passengers. He came shouting down the path to where she was sitting, moving from bench to bench like an excited sparrow looking for crumbs.

"Extra! Extra! All about the horrible collision!"

He was abreast of her when she caught a flash of the headlines in the glow of the street lamp.

"Boy!" she called out sharply. She tore the paper from his hand. Her eyes were on the red line of type emblazoned across the page, but her mind was far away—a hundred and fifty miles out to sea, with two ships that struck and sank.

"TWO UNKNOWN VESSELS IN COLLISION. APPALLING LOSS OF LIFE REPORTED."

The first realization that she was back in her apartment came with the click of the electric button as she switched the light on. She noted absently that it was 2 a. m. The scent of the pine boughs steadied her. She must be brave! Perhaps * * * perhaps * * * but she did not dare to hope!

Her fingers touched the smooth satiny wood of the radio. She wanted to tear it apart for one little golden echo of the beloved voice.

"Peter! Peter!"

The words flashed into a deep and secret cavern of her mind, lighting it with a throbbing brilliance; but her lips were still.

On the chair by the fire lay the newspaper where she had dropped it as she came in. Each crimson letter of the headlines seared her like some horrible, branding cipher. She picked the paper up and read the pitifully meager account, most of it sensational conjectures of a reporter. There were no names of the vessels. She felt for one maddening moment that they had conspired to withhold the knowledge from her.

Folding the paper up, she arose. On the easel in her workroom stood an unfinished sketch. She put her smock on and fell to work.

"I must be brave! Grief is weakness!"

But each stroke of the brush was weighted with lead. Beyond the skylight over her head, the April clouds raced as if hurrying upon some important mission. She felt she would never be in a hurry again.

Dawn. She went about the living room taking the pine boughs down, and laying them in a pile upon the floor. She filled her arms with them and buried her face in their crushed fragrance.

The sharp, insistent note of the door buzzer stabbed the silence of the room. She arose to answer it.

Her hand was still on the door knob when a cry tore through her throat and died inarticulate upon her lips.

"Peter! Peter!"

She tried to form the beloved syllables, but all sense of form, all things and sounds were blotted out in the devastating paroxysm of joy at having him safe. He caught her in his arms as she swayed forward.

"Janet! Are you ill? What's wrong, my dear?"

His voice seemed to be calling her from far down the misty aisles of dead and forgotten centuries, but she was unable to formulate an answer.

Her hands moved across his face. One by one she touched his eyes, his hair, his lips. He had carried her into the room, and saw the pile of boughs for the first time, and then she knew by the look in his eyes that he understood.

"Good God! I wondered why you weren't at the boat to meet me! It was two freighters, dear. We went to their assistance, but all the people had been taken off before they sank. Why didn't you call the pier this morning? They'd have told you that everything was all right."

"Why?" She clung to him. "Because I didn't dare to. I—I hadn't your glorious faith, Peter—but I will have from now on. I will never, never doubt again, beloved!"

"You poor little kid," he laughed. "I tried to send you a wireless to explain why they shut me off, but they wouldn't let me." He was kissing her tears away. "Did you like my song?" he asked shyly.

"O, Peter!" she whispered, "my heart is full of it!"

(Copyright, 1929.)

London Bids for World's Shipping

London, Jan. 26 (U.P.).—London's challenge to Liverpool and Southampton as a port for the world's greatest liners will be formally tossed into the shipping ring at the end of 1929 upon the completion of the gigantic new floating docks now under construction at Tilbury on the banks of the Thames, 20 miles from London.

Already the Tilbury foreshore has been transformed by mighty engineering works; where mud flats formerly greeted the eye at low tide, today stands a vast area of concrete ready for the accommodation of a large customs and baggage hall. The old landing stage has vanished and in its place stands the first section of a floating dock which will by the end of next year have grown to 1,182 feet in length and 80 feet in width. Thus it will be of ample size to dock the largest liner now built or building. The Majestic, at present the longest liner in the world, is 915 feet long, and the new Oceanic, now under construction for the White Star Line, is just 1,000 feet in length. Thus either will be able to tie up at the new dock with room to spare.

The floating stage of the new dock will be a two-story affair and lie 170 feet out from the concrete shore; it will be held by five mighty steel booms hinged at either end, so holding the stage that it easily rises and falls with the tides which in spring rise and fall some 21 feet at Tilbury. Elaborate arrangements have been made to secure the liners against drag of the 3—4 knot tides which are met with at this point. Between the stage and the foreshore there will be five bridges, each wide enough for motor traffic.

Coincident with the work on the docks and landing stage, workmen are engaged in the construction of a new station for the London, Midland & Scottish Railway. By it liner passengers will be set down in the heart of London within half an hour of disembarking.

Work is also proceeding on the new Tilbury dry dock, which is to be 750 feet long, 110 feet wide and 37½ feet deep, with provision made to extend the length to 1,000 feet later if necessary. This dock will be ready for use early next year.

Little Stories of Great Events

Building the Great Pyramid

By RAMON COFFMAN ("Uncle Ray")

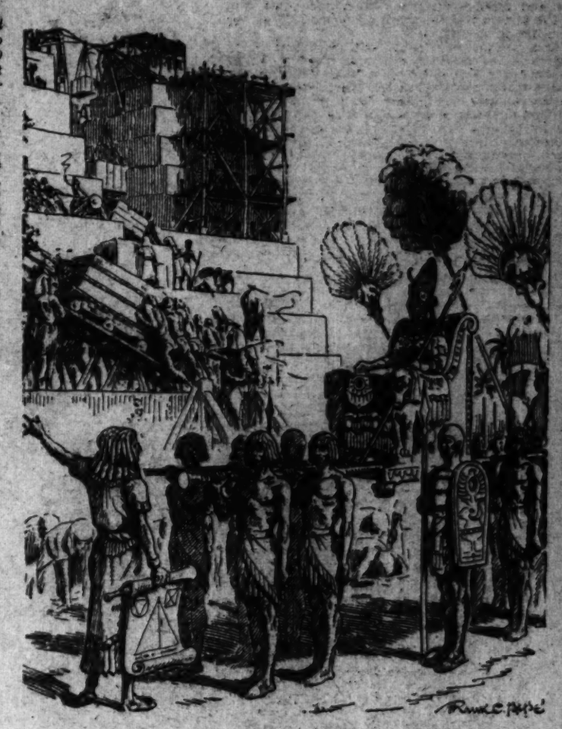
THE Great Pyramid of Gizeh, set up more than 4,000 years ago, is the most massive structure ever built by man; and behind it is a story of gripping interest. Read of the ambitions of Khufu, the Pharaoh, to attain everlasting life, in this, the first article of Ramon Coffman's series, "Little Stories of Great Events." Save the stories each week for a scrapbook.

HAVE you ever wondered why the people of Egypt used to spend so much time making mummies, tombs and pyramids? The reason is bound up with their view of the after-life.

According to the Egyptain priests, each person had a "double" which might or might not exist after death. Sometimes the double passed into nothing, but that happened only after the decay of the body. If the body kept its shape, the double would live on.

There was a pleasant place to which Egyptians might hope to go after they died—the Fields of Aalu. In that place, there was boating, fishing, hunting and the playing of games. The double enjoyed this so much that he wished that it would never end; but there was always the danger of the body coming to ruin, putting a stop to the enjoyment of the Fields of Aalu.

Because they wanted a long life in the after world, rich Egyptians provided large sums so that their bodies might be made into mummies. The experts who did the work were so skillful that some of the mummies have lasted down to the present time, for 6,000 years or even more in certain cases. There must still be boating parties along the River of Aalu!



Borne by his servants, Khufu, the Pharaoh, came from time to time to inspect the progress on his giant tomb. Little cared he for the groans of the toiling thousands.

Even when a mummy was well prepared, there was danger that it would be damaged by beasts or men; so the Egyptians took pains to place the bodies in tombs or under mounds of earth. Later the rulers felt that still greater protection should be given to their mortal remains.

Thus it was that the pyramids came into being. An Egyptian pyramid is nothing more than a giant tomb, raised for the purpose of guarding one or more mummies. King after king caused the building of a pyramid to house his body. In our day, it would be a rare man who would spend time ordering his coffin; but the Pharaohs had a different viewpoint. They spent years watching over the building of the structure which was to be their Guardian of Eternal Life. The larger the amount of money they could squeeze from the people for taxes, the larger and stronger the dwelling of the mummy. Besides, it was a mark of honor to be able to prepare a mighty tomb.

Five thousand years ago, there lived a Pharaoh who was destined to make his name live, if not his honor. He was known as Khufu, and he caused the building of the Great Pyramid, the most enormous mass of stone ever put together by man.

Khufu started the work early in his reign. A spot was chosen on the eastern fringe of the Libyan Desert, five miles west of the Nile. Laborers were ordered to cut through layers of rock to a depth of about 110 feet, to form a burial chamber. This chamber was perhaps intended at first for the mummy of the king; but, if so, the Pharaoh changed his mind later.

Meanwhile other men were set to work hewing blocks of stone from distant quarries. If we may believe the Greek historian, Herodotus, 100,000 men were employed.

The stone blocks varied in size, but the weight of each one was measured in tons. The labor required to cut and transport the blocks from the quarries to the site of the pyramids fills us with wonder that men could ever have gone to so much effort for the sake of a single man.

Part of the trip from the quarries was made by floating the rocks on the flood waters of the Nile; but there was a stretch of 1,000 yards across which the blocks had to be dragged. For that purpose, a causeway was built, an upward sloping path of stone.

Gangs of men pushed and pulled the blocks up the causeway. Ropes were probably used to enable a greater number to pull the larger stones. We may fancy overseers lashing their whips on the unhappy backs of those who struggled to get their burdens upward, ever upward. We may almost see the brown, bare shoulders bent, the sweat dripping, the tortured lines of the down-turned faces. Many a groan was built into the Great Pyramid, groans which we may not see today but which have nonetheless echoed down the centuries.

Ten years, says Herodotus, were used in building the causeway and cutting the underground chambers. From 15 to 20 years more must have been occupied in placing stone on stone until at last the tomb should reach to a height of 482 feet.

The Great Pyramid has a base which is 750 feet square, and which covers more than 12 acres of ground. The masonry includes 3,037,000 cubic yards, mostly solid stone.

Old Khufu thought that he would make his mummy safe for all eternity but he erred. After climbing up about 70 feet along one side of the Great Pyramid a visitor may now enter a passageway which was closed up at the time of the burial of the king. Going downward for a distance, then up a rather steep slope, the visitor reaches a chamber in the lower center of the pyramid. This is known as the king's chamber, but you will look in vain for any mummy.

The body of King Khufu vanished a thousand years and more ago. No one knows what happened to it, but it was probably taken away and cast somewhere while the Arabs were in control of Egypt. Fate has cheated the Pharaoh who cared naught about the groans of the men who built his tomb. There is little chance that his mummy has even the semblance of shape at this time. Khufu's double must long since have vanished from the Fields of Aalu.

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(Next Week—The Trial of Socrates.)

N'Gi, Little Brother of the Jungle

The Washington Zoo Is Proud in Possession of One of Only Three Gorillas in America—Three-Year-Old Baby of African Jungle Being Closely Studied by Science—Betrays Many Human Traits—Finicky About Food, Intensely Curious and Joyously Friendly—Insured by Lloyd's for $3,500 and Life Is Closely Safeguarded by Superintendent Mann and His Assistants.

By JOHN L. COONTZ.

WHAT price gorilla? It all depends; depends on whether he is in his native habitat in the forests of Africa or comfortably ensconsed in some zoo.

In this case it is a zoo—the Washington Zoo—to be specific and intimate.

N'Gi, baby gorilla, has been insured. Even as you and I, he has been examined physically by a medical doctor and pronounced an acceptable risk. As a result, Lloyd's, the great British insurance firm, which insures against any and for almost anything from "against a man beating his mother-in-law to cargoes valued at millions on the high seas," has written a policy against the early demise of the little fellow.

How come? asked the writer of Dr. Mann, head of the Zoological Park. "Well, you see," said Dr. Mann, "it is this way; Gorillas have not been known to live a great while in captivity, and while N' Gi is in the best of health, happy and contented in his surroundings, enjoying life to the full, he is a delicate care at best. He stood us a good round sum of money, and we feel that an insurance policy on his life is justified and something that we should have."

And Dr. Mann is right. N' Gi is one of only three gorillas now in the United States. (When he came to the Washington Zoo he was one of only two in this country, one since that date, slightly over a mon ago, having been acquired by a private collector of animals in New York.) N' Gi policy will be written for $3,500.

N'Gi, when visited by the writer in his quarters at the Zoo, to see if the policy had made any difference in his life and habits, seemed to be not in the least affected by what had transpired in the realm of zoological interest in his welfare. He rolled his great medicine ball around in his cage, intelligently surveyed the audience that stood before his domicile, figuratively, knee-deep, and ate delicately. His poise would put to shame the dowager of many a ballroom, and his thoughtfulness the gravity of the gravest philosopher.

"Progress in the study of N' Gi is advancing interestingly," said Dr. Mann to the writer. "Scientists from New York, Baltimore and elsewhere have been to see him and spent a great deal of time at his door studying his reactions and actions. Happy am I to say, in the interest of the little fellow, that he has passed the 18-month-old child test. A child at 6 months can patty-cake, at 18 months it can coordinate mind and muscle to the extent of rolling its forearms over each other in a circular manner. N' Gi has passed both of these tests. Others are now on the way for him. Only a day or so ago I received a questionnaire designed as an intelligence test for children. It was possible to answer three-fourths of this test in favor of N' Gi. In the test were such questions as these: 'Is he careful of his toys? Does he tire of them quickly?' &c. N' Gi is careful of his toys. This was exemplified not long ago when he discovered a g at cockroach in his cage. Upon sight of N' Gi, who was playing with his medicine ball at the time, carefully retired it to the corner, evidently out of the way of this new and strange creature which had come into his life and made free with his quarters. That was child-like in the extreme.

"And, by the way, continued Dr. Mann, "that cockroach has made history, not only for himself but for N' Gi and the Zoo as well. Nothing like N' Gi's reaction to it has ever been witnessed at the Zoo among his species. Why, when the visitor first appeared upon his sight he did the most human thing ever. First, he became intensely interested. He set his ball down, peered at Mr. Roach querulously and scratched his head! Instead of killing the roach he bent down over him—after taking care of his ball—resting on his knuckles, and studied him from every angle, as though he himself were a scientist making a study of insects. The cockroach stood the scrutinization as long as possible and then darted under a bunch of hay in the cage. N' Gi thought this procedure highly inconsiderate under the circumstances and gave vent to his feelings by removing the hay and exposing again to his view Mr. Roach. This hide-and-seek game kept up until N' Gi tired of his observations—or concluded them—and retired to his loft in the cage with his dinner pan. Here he stayed watching every movement of the roach until that bit of miserable life decided that it was time to be on his way to the other cages and departed."

That N' Gi did not offer to kill, or harm in any manner, the cockroach is of interest to scientists studying him. He exhibited no greater interest in him than curiosity, an outstanding characteristic of the gorilla, according to Prof. R. L. Garner, who studied gorillas for years in their native home, Africa. He declares the gorilla to be without fear of any kind, a thing borne out by N' Gi, who, although caged in the lions' house at the Zoo, passes his days and hours undisturbed, undismayed by the roar of these brutes and the snarl of tigers. The only beast he has shown any interest in, or concern about, according to Headkeeper Blackburne of the Zoo, is the giant hippo quartered across the passage from him in several tons of water. "N' Gi couldn't make him out when he first came into his cage," said Mr. Blackburne. The hippo fascinated him. He was about the biggest thing that had ever come into his life, and whether he awoke memories of hippos in his forest home I do not know. But I do know that he showed a great interest in him and watched him intently for several days."

Dr. Garner observed also—and this is borne out by N' Gi also—that the gorilla considers himself above the other primates of the forest. "When N' Gi was first brought to the Washington Zoo," says Dr. Mann, "he was placed in a cage with a couple of gibbons. These little monkeys are the most flippant of all monkeyland. They are the most agile and the most impertinent. So when N' Gi came to live with them they thought it would be fun to sport him. They would go over to him, tag him and try him out with this and that prank. N' Gi paid no attention to them. He hardly noticed their antics beyond retiring to his corner of the cage and watching them with an expression on his face which plainly read, 'What fools these monkeys be!' When he met Jiggs, the orang, he sized him up after the manner of a kid looking over a young newcomer in the neighborhood and came to the conclusion, plainly evident, 'I can lick you.' They then became fast friends.

"N' Gi is more interested in children than grown-ups," says Mr. Blackburne. He will put on more 'stunts' for the children than the older people who flock around his cage. Their chatter and their manner appeal to him more. And he has a separate 'line' for the various members of the Zoo who visit him. He will do certain things for me and then when Dr. Mann comes along he will pull other tricks out of his bag. He is very particular about his food and watches me most carefully while I am feeding him." A thing observed by the writer when he visited the Zoo the other day. N' Gi at the time was being fed. He took carefully the baked sweet potato Mr. Blackburne gave him, looked it over for extraneous matter, tried to remove a wisp of growth from it and, not succeeding, gently displaced it from his cage. He ate another piece graciously, but would not again touch the first piece, though Mr. Blackburne carefully peeled it and prepared it again for him. Raisins he carefully, deliberately and nonchalantly removed from his sandwich and ate, rolling his black, full eyes around the group of spectators before his window, drumming thoughtfully and preoccupied, between times with his fingertips.

One might go on for hours outlining the things to be studied and observed in N' Gi. What food does he prefer? How does he prefer it? Does he prefer cooked to raw food; vegetable or flesh? What are his reactions to those great emotions of the body and mind? To fear, to hatred, to anger, to love, to pleasure? What are a gorilla's habits?

Of all the anthropoid apes the gorilla is nearest to man. His brain is very large—about half the size of the normal human brain. Down at the Smithsonian, where there is the largest collection of gorilla brains in the world, one may see this comparison visually. There Dr. Hrdlicka, one of the foremost anthropologists in the world, has thirteen perfectly preserved specimens of gorilla brains. Seven of these are from adult gorillas. To the layman, or outsider, the group is most impressive. In physical conformation they are not unlike human brains, deep with convolutions, full-rounded, well-lobed. The largest of these measures some 600 cubic centimeters, which is about one-half the size of the average human brain.

But to come back to the habits of a gorilla. How does a gorilla sleep? Does he make a bed and lie down like a man? Does he seek shelter, the underside of some forest overhanging rock, to make for himself a home? Does he have a permanent place of abode? Does he carry a club as he wanders through his forest domain, with which to strike down his prey, club the males of savage tribes and carry off the women? Does the gorilla laugh? Is he capable of speech?

These questions, no doubt, seem foolish. But hardly so in the light of observations of N' Gi. One has but to stand before his cage only a few minutes to be convinced that here is an animal above all the other animals of the forest. That drumming thoughtfulness of the fingers. What does it presage? Is he wandering again in his trackless forest or carrying, to say the least, memories of that far-away land? That he is capable of mnemonic processes is a fact established. Dr. Yerkes, of Harvard, has proved this and other interesting phenomena in regard to gorillas. He experimented for a number of months during the latter part of 1926 and early part of 1927 with Congo, a female gorilla brought from Africa by Ben Burbage. Those experiments Dr. Yerkes has given to the world in a volume entitled "The Mind of a Gorilla." "Observations," says he, "have been grouped in seven categories: (1) the stick, or functional substitutes, as implements; (2) simple mechanisms and other familiar objects as exhibitors of adaptive ability; (3) boxes as implements; (4) delayed response and other methods of exhibiting mnemonic (memory) processes; (5) miscellaneous general observations; (6) affective expressions and motivation, and (7) social relations.

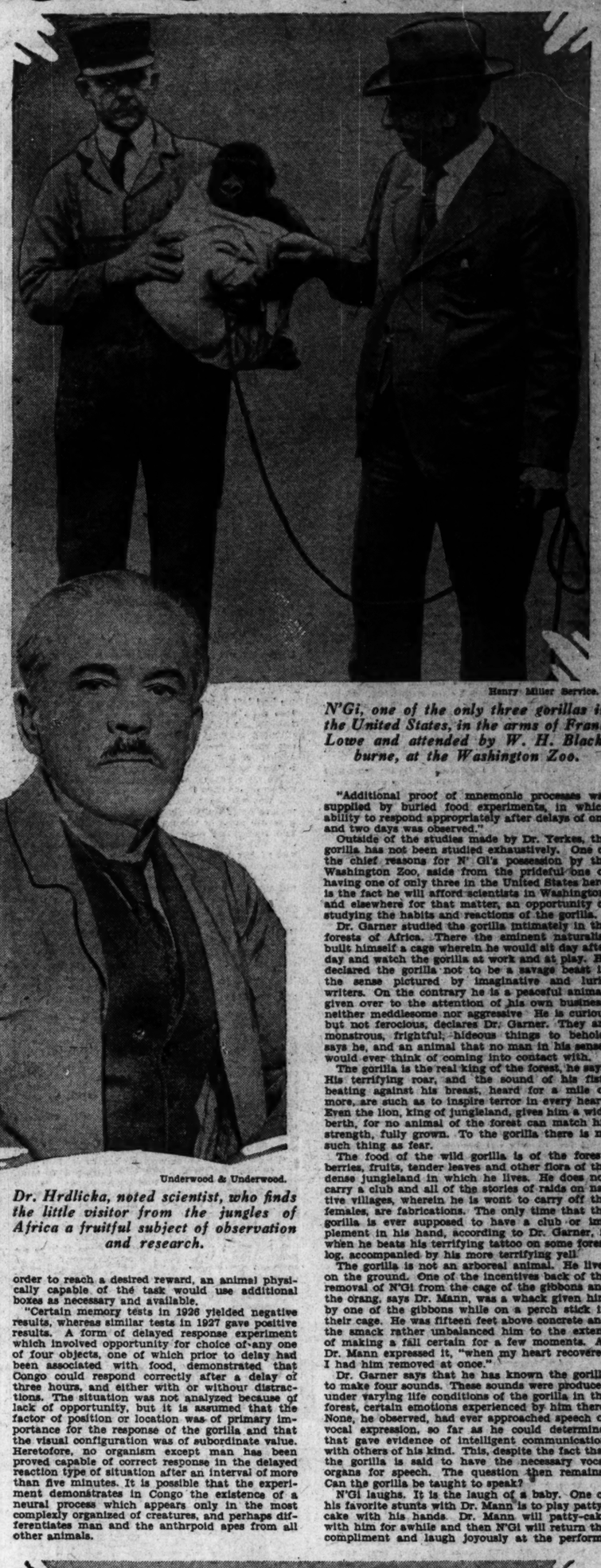
"When initially studied," says Dr. Yerkes, "Congo lacked ability to use sticks or functionally equivalent objects as implements. Slowly by imitational and tuitional effort she was enabled to adapt to certain situations which demanded the use of simple implements. When various stick experiments were repeated in 1927 she exhibited keen interest and immediate adaptation superior in many instances to that achieved the previous winter. This is important as indicating improvement between experience. Whereas in 1926 the stick experiments yielded almost no indications of insight, in 1927 there were varied evidences.

"Evidence of transfer of ability from one problematic situation to a differing one appeared in two experiments: the shelf and stick and pipe and rod. During the winter of 1926, Congo failed to solve the shelf and stick problem, although she mastered certain similar problems, but when the shelf and stick situation was represented after an interval of one year, she adapted to it almost immediately and perfectly, presumably on the basis of her previous experience in similar problematic situations and by reason of transfer. An explicit test of transfer was made with the pipe and rod experiment after Congo had mastered the essentially similar box and pole experiment. The result was positive. In general, however, evidences of spread or transfer of acquired interests and adaptations were meager.

"Mechanisms, even of the simplest sort, baffled Congo in the first period of observation, and the results of such experiments were almost uniformly negative. Repetitions, a year later, yielded certain evidences of memory, but more especially, indications of ability to solve types of problem which she had previously failed to master. In most instances, adaptation was slow and lacked conspicious characteristics of insight. Such mechanisms, for example, as the padlock and spring snap, were operated by fumbling instead of by appropriate localized attack. The results of the second period of observation confirm my initial conclusion that Congo had little mechanical ability or aptitude.

"Boxes were not promptly used as implements by Congo in 1926, but encouraged by imitative copy and tuitional effort on the part of the experimenter, she finally achieved solution of the greatest-dimension and the two box problems. The experiments revealed little initiative, orginality, or insight. Similar experiments in 1927, some of them virtually repetitions of earlier ones, and others new to the subject, visited more abundant positive results. The problems which had been solved the previous winter were met with surprisingly adequate response on representation. Indeed, it was clear that she had continued to improve during the rest interval. New problems, involving the use of three and four boxes, demonstrated an increase of adaptivity over that of 1926, while also proving that each additional box essentially alters the situation and tends to render it problematic. One might naturally suppose that having learned to pile one box upon another in order to reach a desired reward, an animal physically capable of the task would use additional boxes as necessary and available.

"Certain memory tests in 1926 yielded negative results, whereas similar tests in 1927 gave positive results. A form of delayed response experiment which involved opportunity for choice of any one of four objects, one of which prior to delay had been associated with food, demonstrated that Congo could respond correctly after a delay of three hours, and either with or without distractions. The situation was not analyzed because of lack of opportunity, but it is assumed that the factor of position or location was of primary importance for the response of the gorilla and that the visual configuration was of subordinate value. Heretofore, no organism except man has been proved capable of correct response in the delayed reaction type of situation after an interval of more than five minutes. It is possible that the experiment demonstrates in Congo the existence of a neural process which appears only in the most complexly organized of creatures, and perhaps differentiates man and the anthrpoid apes from all other animals.



Henry Miller Service.

N'Gi, one of the only three gorillas in the United States, in the arms of Frank Lowe and attended by W. H. Blackburne, at the Washington Zoo.



Underwood & Underwood.

Dr. Hrdlicka, noted scientist, who finds the little visitor from the jungles of Africa a fruitful subject of observation and research.



Harris & Ewing.

(Above) Dr. William H. Mann, superintendent of the Washington Zoo, where N'Gi is being afforded every safeguard to health and long life, and (left) Congo, a gorilla brought to this country by Ben Burbage, puzzled by a mechanism test.

"Additional proof of mnemonic processes was supplied by buried food experiments, in which ability to respond appropriately after delays of one and two days was observed."

Outside of the studies made by Dr. Yerkes, the gorilla has not been studied exhaustively. One of the chief reasons for N' Gi's possession by the Washington Zoo, aside from the prideful one of having one of only three in the United States here, is the fact he will afford scientists in Washington, and elsewhere for that matter, an opportunity of studying the habits and reactions of the gorilla.

Dr. Garner studied the gorilla intimately in the forests of Africa. There the eminent naturalist built himself a cage wherein he would sit day after day and watch the gorilla at work and at play. He declared the gorilla not to be a savage beast in the sense pictured by imaginative and lurid writers. On the contrary he is a peaceful animal, given over to the attention of his own business, neither meddlesome nor aggressive. He is curious but not ferocious, declares Dr. Garner. They are monstrous, frightful, hideous things to behold, says he, and an animal that no man in his senses would ever think of coming into contact with.

The gorilla is the real king of the forest, he says. His terrifying roar, and the sound of his fists beating against his breast, heard for a mile or more, are such as to inspire terror in every heart. Even the lion, king of jungleland, gives him a wide berth, for no animal of the forest can match his strength, fully grown. To the gorilla there is no such thing as fear.

The food of the wild gorilla is of the forest, berries, fruits, tender leaves and other flora of the dense jungleland in which he lives. He does not carry a club and all of the stories of raids on native villages, wherein he is wont to carry off the females, are fabrications. The only time that the gorilla is ever supposed to have a club or implement in his hand, according to Dr. Garner, is when he beats his terrifying tattoo on some forest log, accompanied by his more terrifying yell.

The gorilla is not an arboreal animal. He lives on the ground. One of the incentives back of the removal of N'Gi from the cage of the gibbons and the orang, says Dr. Mann, was a whack given him by one of the gibbons while on a perch stick in their cage. He was fifteen feet above concrete and the smack rather unbalanced him to the extent of making a fall certain for a few moments. As Dr. Mann expressed it, "when my heart recovered I had him removed at once."

Dr. Garner says that he has known the gorilla to make four sounds. These sounds were produced under varying life conditions of the gorilla in the forest, certain emotions experienced by him there. None, he observed, had ever approached speech or vocal expression, so far as he could determine, that gave evidence of intelligent communication with others of his kind. This, despite the fact that the gorilla is said to have the necessary vocal organs for speech. The question then remains: Can the gorilla be taught to speak?

N'Gi laughs. It is the laugh of a baby. One of his favorite stunts with Dr. Mann is to play patty-cake with his hands. Dr. Mann will patty-cake with him for awhile and then N'Gi will return the compliment and laugh joyously at the performance. Too, he seems capable of knowing what a thing is for and what a person is about. This was demonstrated strikingly when Mr. Blackburne cleaned out his cage with a scraper. N'Gi watched the straw as it was gathered before the scraper and then indicated by his hand, pointing, that he wished other refuse removed. It was quite the act of a child—his tapping of the floor and looking up at the keeper with communicative-idea expression. Lloyd's, the British firm that has insured N'Gi—African native word for gorilla—has long insured animals of every character. Cargoes of beasts and reptiles from Africa to all parts of the world have fallen within the purview of their insurance. M. Le Roy Goff, Washington correspondent of the firm, when introduced by Col. Warren Dean, of the insurance department of McKeever & Goss, realtors, told of some interesting insurance policies written by his firm.

"The prize, I think," said Mr. Goff, for a queer policy goes to the man who occasionally beat up his mother-in-law. Left a sum of money on condition that he not beat her he immediately came down to the firm's office and took out a policy guaranteeing him the same sum of money in case habit should overcome his discretion!"

The insurance of N'Gi, Mr. Goff considers all in a day's business. In the meanwhile the little fellow plays on unconscious of the fuss that is being made over him. He knows not that above his head has been placed a double skylight made of vita glass so that the light within his cage will approximate that of the dim forest aisles; that a most eminent child specialist of Washington visits him regularly and that his food is specially prepared and marks the acme of child dietetics.

Nor does the little fellow know, and here is where the fine care comes in regarding him, that playmates which he might have in his own forest home are denied him here. There were the gibbons, who to him were just amusing monkey folks from down the street in the African jungle, now separated from him, all because of the fear that some untoward prank of theirs might hurl him from a high perch to a bruising concrete floor. And, too, there was orang. But the orang is only an ordinary lout of an ape compared with N' Gi. So N' Gi must be content with his medicine ball, his pan and now and then a straw picked from the multitude of straws within his cage.

But does he seem to mind it? Not a bit. He seems to care nothing about all these friends that were once his and amuses himself daily, hour after hour, watching the children who stand in rows before his cage laughing at his antics.

He awaits with eagerness the coming of Head-keeper Blackburne and Dr. Mann, greets them like old cronies, backing up to the bars of his cage for a back-scratching or pet, his right, as he sees it, in this new, strange world, so suddenly thrust upon him.

The passing of Mr. Buck, to whom he first belonged, and who captured him while a baby in East Africa, out of his life, seems not to have disturbed him in the least. Other interests he has now though circumscribed by steel bars and separated entirely from others of the animal world.

And he is happy.



(Above) Congo, a predecessor of N'Gi in this country, enjoying a romp with a canine pal—a form of companionship being denied N'Gi as a precaution against loneliness when the dog is absent. (Left) Dr. Mann returning from the Chrysler expedition with specimens of other species of the monkey family.



Photo—Acme.

Inauguration and the Weather Hazard

CONTINUED FROM PAGE 1.

a bitter one, the struggle often becoming exceedingly bitter and acrimonious. Naturally, even greater interest than usual was evinced in the inauguration when the popularly loved and equally disliked Gen. Jackson was announced as the new President. A swarm of his admirers flocked to the Capital from all parts of the country. There were frontiersmen and backwoodsmen, former soldiers and old friends. Their arrival was likened to the descent of the barbarians upon Rome. The procession which accompanied Jackson to the Capitol was almost completely disorganized by the crowds around the Capitol Building.

When the new President rode on his horse to the White House, "he was literally pursued," says a contemporary writer, "by a motley concourse of people riding, running helter skelter, striving who should gain admittance into the Executive Mansion where it was understood that refreshments were to be distributed." The refreshments were the general's undoing. As the waiters opened the doors to bring out the punch in pails the crowds rushed upon them upsetting the pails and breaking the glasses. In order to entice the people from within the White House, where the crowd was unbearable, tubs of orange juice were set out upon the lawn. It was a general free for all.

The inauguration of John Adams and Martin Van Buren were remarkable in each case chiefly for the sadness which greeted the new President at the loss of his predecessor. Each man played a secondary part at his own inauguration. For Adams the ceremonies were held in Independence Hall, Philadelphia. When Washington entered the hall he was lustily cheered; Adams' entrance was marked by respectful applause. Four days after the inauguration the new President was still dwelling on the sadness and gloom of the occasion.

Martin Van Buren was forced to play second fiddle because he had the misfortune to be preceded by such a popular favorite as Andrew Jackson. The general and Van Buren rode side by side from the White House to the Capitol and back again after the ceremonies in a carriage made of wood from the frigate Constitution, presented by the Democrats of New York. The general was at all times the central figure, the crowd paying scant heed to the new President as he passed. Evidently the gods thought that there was enough dampness and gloom at these two inaugurations without any additional atmospheric inundations, for the weather was fair.

In reviewing our inaugurations we can hardly omit that of our first President, which was most unique. George Washington's journey from Mount Vernon to New York was a succession of parades, speeches and banquets. He was greeted with adulation and love on all sides. At each stop on the trip through Alexandria, Georgetown, Baltimore, Wilmington, Philadelphia, Trenton, Princeton, Brunswick and Elizabethtown Point a large procession was formed which escorted him to the next town. He was as enthusiastically received in New York, when his special naval escort, its officers garbed in special black and white uniforms, steamed into the harbor, as any home-coming hero before or since.

Amusing situations arise at inaugurations as they are bound to at any affair of such dignity and impressiveness. Unfortunately, only too few are recorded for our entertainment, though they were undoubtedly thoroughly appreciated and enjoyed when they occurred. Consider for example the embarrassment of Abraham Lincoln when he arose to give his inaugural address. He found himself encumbered with a high silk hat, a cane and a roll of manuscript. He couldn't very well gesticulate thus hampered and he looked around helplessly for a place to put his hat. Stephen A. Douglas, his political opponent and the defeated candidate for the Presidency who was sitting nearby, saw the presidential predicament and stepping forth took the hat from Lincoln's hand with great diginity. Returning to his seat he whispered to a friend, "If I can't be President, I at least can hold his hat," which he did throughout the ceremonies.

A little child on one occasion unwittingly afforded sympathetic amusement to the crowds. It was President Grant's little daughter Nellie who, becoming greatly confused during the ceremonies on the Capitol steps, looked around wildly and found no one to comfort her. Finally she espied her father delivering his address and rushing over to him she grasped his hand. He very kindly smiled down at her and retained her little hand in his throughout his speech. Needless to say, Nellie felt much better as she stood thus championed, blissfully unconscious of the fact that she was sharing the stage with the most important man in the Nation at that moment.

As we bring this sketch of our inaugurations to a close, we must venture just one more thought anent the weather. Let us hope that as Herbert Hoover stands upon the steps of the Capitol to take his oath of office on this the greatest day of his life, in the presence of the official representatives of the Nation and hundreds of thousands of his friends and admirers, that there will be clear, sunny skies overhead and that the inaugural day will be blessed throughout with fine weather. If not, we will have another reason to add to the many already existing, why a more suitable date should be selected for this very momentous occasion.

(Copyright, 1929.)

The Log of Bob Bartlett — By CAPT. ROBERT A. BARTLETT

CHAPTER 4.

UP NORTH WITH PEARY.

NOW came the hardest year of my life. Certainly I suffered more mental anguish in it, and endured more physical hardship than at any other time. Also I had some very close shaves. This was the year 1905-06.

Peary then was 49 and a failure. He had labored hard and accomplished practically nothing. It was a wonder he was alive after the Ellesmere Land adventures. But he was alive, still determined to reach the Pole; and he knew more about Arctic work than any other man living. For fifteen years he had been studying Eskimos and polar conditions. Luckily a small group of public spirited men at home believed in him; they made possible the building of the Roosevelt. The rest of the public looked on him as a misguided zealot.

But Peary went through some terrible disappointments about this time. The Navy Department tried to order him to the Pacific Coast; in fact, did order him; but he got out of it. The Peary Arctic Club was formed to get money; but it failed. The Roosevelt was planned and partly built when the money gave out. It looked as if he had suffered all for nothing.

Finally Morris K. Jesup and Gen. Thomas Hubbard each gave $50,000 for the steamer Roosevelt, provided Peary could raise the money for the expedition. This he set about to do by writing and lecturing. It made me laugh when people said he hoarded his money. As a matter of fact he gave everything he had and pawned Mrs. Peary's possessions as well. He was always mortgaged up to the hilt for his next polar voyage.

We sailed from New York with the little Roosevelt in July, 1905. Peary was very frank with me. "We are going to put her right out into the Polar Sea," he declared. And I knew by the way he set his jaws that he would do it.

I remember shaking my head.

"It might be done some years, Commander," I answered, "but we can not be sure. You know what that ice is."

His lips tightened into a hard line. "We are going to do it this year, Bob," he said.

Well, we did it all right, just as he said we would. We jammed her right up through the heavy ice of Kane Basin, Robeson and Kennedy Channels, solid floes miles in extent and 10 to 40 feet thick. We had a lot of Eskimos on board for use as dog drivers on the Polar Sea. They were so scared they wanted to jump off and run home. Twice they tried to desert with dogs and sledges. But Peary managed to hold them.

It was a terrific fight. Day after day we thought the ice was going to crush the ship. But we finally won, thanks to Peary's courage and tenacity. And when we laid her up right there in the Polar Sea pack for the winter Peary went down to his little cabin and wrote in his diary:

"With my feelings of relief came a glow of satisfaction that by a hard-fought struggle we had successfully negotiated the narrow, ice-encumbered waters which form the American gateway, and route to the Pole; had distanced our predecessors; and had substantiated my prophecy to the club (Peary Arctic) that with a suitable ship, the attainment of a base on the north shore of Grand Land was feasible almost every year."

He has told his story of that spring's heartbreaking effort to reach the Pole; how he and his Eskimos were caught out on the Polar Sea and nearly starved to death. I went with him a good deal of the way out, being out on the ice in all 121 days. He sent me back with one of the supporting parties. The big lead, one of those open lanes that form by movements of the ice, was what cut him off from going farther. On April 21 he reached 87 degrees 6 minutes north, only 174 miles from the Pole. Here again he wrote a paragraph in his little greasy diary that I think is classic. It read:

"As I looked at the drawn faces of my comrades, the skeleton figures of my few remaining dogs, at my nearly empty sledges, and remembered the drifting ice over which we had come, and the unknown quantity of the 'Big Lead' between us and the nearest land, I felt that I had cut the margin as narrow as could reasonably be expected. I told my men we should turn back from here."

When I got back to the ship I found Peary waiting impatiently for my party to return. He was much worried. Conditions had been very bad out on the ice. Now Peary went west to explore the unknown coat beyond Grant Land. My troubles began then. If he did get back from this new trip I wasn't sure we could ever get the ship out. She was wedged in against the land by enormous floes that must have weighed millions of tons.

Already our voyage had been a chapter of misfortunes. Right outside Sydney on the way up two of our Almy boilers had blown up. Only by luck nobody was killed. Only the Scotch boiler was left. We didn't dare delay because the season was so late.

By the time we reached Etah, a North Greenland Eskimo village, the rotten whale meat we had taken on down on the Labrador had seeped into the vessel's timbers all along the main deck. Then one of our Eskimos knocked out his pipe and the first thing we knew the ship was afire. It was bad enough to have her burning up but the smell of the smoldering whale blubber was enough to asphyxiate one. After a fight we got it out.

As soon as I had got back from the Polar Sea, after leaving Peary on his way northward, I saw the Roosevelt was in a bad way. She was pinched up against the land by the main pack. To save her from destruction by the June tide I had to use dynamite. In my excitement I used too much. I not only broke the ice but I damaged the ship.

Scarcely had we got out of this pinch than another one began. This went on for several months. When real summer came it was worse than ever. It was July and the main polar pack was getting loose. This made me terribly worried about Peary who wasn't back from the west yet. There was no telling how he would get along the coast with so much open water among the floes. Three days later the ship got an awful wallop from one of the big sheets. It hove her stern right out of the water and jammed her hard against the solid land ice. It sheered two blades off her propeller and ripped the skeg and rudder post from their fastenings.

I hopped down the after hatch and dived into the lazarette. There I found a big hole in the ship's bottom. I could see the ice right through it; in fact, it was big enough for a small boy to crawl through. All this time the pressure was enormous and held us fifteen minutes before it released, the ice crashing and popping all the time and the poor old ship groaning as if she were a human being in pain. Then it suddenly let up. The rupture in the overhang closed a little bit, but it was still there when the ice slacked away.

We worked all day and all night landing provisions in case we had to abandon ship. We kept the pumps going steadily. As the pressure released the ship went down into the water and began to leak badly. We piled waste and oakum and cement into the wound. This saved us for the time being.

As soon as we were afloat again (we had been jammed up in the shallower water by the pressure) I had the engine started to see if we could back clear. I didn't know two of our propeller blades were broken. One of them jammed. We nearly cracked the shaft in half. So I had to stop the engine.

Right in the middle of all this party it began to blow and snow. We had a regular blizzard from the north. But we didn't dare stop work. If the ship were lost we had to have enough food so we could work back to Etah. Forty-eight hours later wind and pressure fell. We had saved the ship, but all hands were exhausted.

Through it all I kept wondering where on earth Peary and his Eskimos were.

A few days later I happened to be on deck and saw a black figure in the west coming slowly over the ice. It turned out to be one of the Eskimos. The poor fellow could hardly walk between sore feet and exhaustion. Peary came along behind him.

I didn't bother Peary with much of a description of our troubles. He was too much all in at the time. After a brief exchange he went below for food and rest. We went right ahead on deck meanwhile making a new rudder and trying to keep the ship afloat. Next day the leader came up to help me. He said:

"We have got to get her back, captain. We are going to come again next year."

I should have thought he wouldn't have wanted ever to see that place again. But it was like him when he was lowest to be still planning for the future. Already he was thinking of his next attack on the Pole.

We shifted all our coal forward. This lifted the ship's stern out of the water and let us cut away what was left of the crushed rudder and the post. We finally forced a makeshift rudder down into place so that we could steer if we ever got free from the murderous ice.

During the first week of August a southwest gale blew up and loosened the main pack. I took a climb up on the high hill inshore of us to see how far the open water extended. It looked as if a winding lane of clean sea ran some miles to the east. I hurried back. By this time the wind was blowing a gale. When I left we had been moored to a floe. Now we had to anchor to keep from being carried into the pack again. In getting the anchor up one of our men fell overboard and was nearly drowned. He couldn't swim an inch. We managed to hook him out with a grapnel.

We got steam on the boiler and were under way in a few hours. To add to our troubles, the boiler was leaking and showed suspicious signs of blowing up also. As our makeshift rudder was small, we couldn't steer very well. The remaining propeller blades gave us only about five knots. But we limped along as best we could and made about five miles east, thankful to be escaping at last from the clutches of the polar pack.

At Wrangel Bay we picked up a family of natives we had left there for hunting. They had come up two days before from Fort Conger. On the way the woman had given birth to a baby, which complicated matters somewhat. But we managed to get them aboard our wreck and were soon off again. A few babies or dogs more or less in the bedlam aboard made little difference.



Capt. "Bob" takes a shot at the sun through an instrument much more complicated than it looks.

We were headed at last through Kennedy Channel south toward Kane Basin. But here the channel was choked with heavy ice. All we could do was to drift helplessly and wait. We were under pressure most of the time. It looked as if our last two remaining propeller blades would be nipped off. The ice kept jamming the cement and oakum out of the hole we had in our bottom, each time threatening to sink us with the water that poured in. Only by keeping men stationed at the hole did we save ourselves when this happened.

It began to look as if we might have to winter in the north, whether we lost the ship or not. The season was now seriously late. Already it was the 26th of August. On that day Peary came to me and said:

"Captain, I give us three days more. By that time either the ship will be out or have to winter here."

"Well," I said, "if we stay up here we ought to get some muskox. You know how good they taste."

He worked out a complete plan for what we should do if we wintered. We had very little food left. The doctor and Marvin and I were to go with Eskimos in three different directions inland and collect meat. This would keep us from starving, our first consideration. But once more just when we were all ready to go ashore hunting for winter meat the ice loosened up and we began to move south again.

My diary is full of details about this time. I used to go up on deck and decide that we would sink in a few minutes and then go down and make a last entry in my diary. Then I'd come up again and we'd still be afloat and I'd try to explain how it was possible for a wreck like ours not to sink. It went on like this for two whole weeks. It was an awful strain. All the time the jury rudder we had rigged was being punished worse and worse and the bottom was getting more holes punched in it. Most of our men had given up hope long ago. Only Peary was at all optimistic.

A big sheet pushed us over to Cape Sabine on September 14. We kept the engine running so as to avoid being taken ashore. Finally on the 16th, with engine going full speed and all our canvas spread, we escaped. For 75 days we had been battling our way in a sinking ship from Cape Sheridan southwards. I say we escaped, though our troubles had really just begun.

We escaped over to Etah, across Smith Sound. This tiny Eskimo settlement lies in latitude 78 degrees 30 minutes and consists of only three igloos. We managed to enter the fjord there and took the ship 3 miles up toward the glacier and put her aground. We wanted to patch her bottom up for the long trip south. Peary was feverishly anxious to get home that winter because he wanted to come north again the following summer. Also we were out of food and the Eskimos hadn't been able to gather much meat for the dark months just ahead, unless we could recover our cache of a year's provisions left on Bache Peninsula. (Later we gave this to the Eskimos.)

We beached the Roosevelt stern first at high tide. When the tide went down we certainly saw a mess. Our stern was ground almost to pieces. Our jury rudder was in kindling wood, and the propeller blades, such as were left, were twisted and cracked. The hole in the bottom looked as though it could never be repaired. Not only was it a big gaping wound, but the timbers all around it were crushed and splintered. I must say I would just as soon have walked home as to have tried to put to sea in the Roosevelt at that time.

Peary sent for me and said briefly:

"Captain, we've got to hurry now. The nights are getting dark."

I almost laughed in his face. It did sound funny for him to be so sure that we could sail home. Yet from the way he said it I knew we would. I even had a feeling that I might spend Christmas in the South.

"All right, Commander," said I, "all sleep is cut out until we fix her." I turned all hands to at once, and gave orders the work would not stop until finished.

We tightened up the nuts on the propeller and straightened the plates as best we could with mauls. We packed a lot more stuff into the holes in the bottom and nailed canvas over them all. On the next tide we floated, though we were in some doubt as to how long.

We steamed down to our coal depot near the entrance of the fjord. This fuel had been left on our way north. Ordinarily we should have gone right up to the shore and brought it aboard in wheelbarrows. Now our bottom was so fragile we didn't dare touch the rocks. So we lashed several boats together and brought the coal out on a sort of raft. All went well until a blizzard came up in the middle of the party and we lost a good deal of coal, nearly swamping the boats and drowning some of our men. Incidentally, the coal was lying out in the open and was all frozen together. We had to use dynamite to loosen it, dangerous work in the cold and drifting snow.

The disabled stern of the Roosevelt, which Capt. Bartlett brought back from the North in a miraculous trip through ice jams and Arctic storms.

On the evening of September 20 we steamed out of Etah. The nights were now getting very dark and young ice was forming right along. I had never cruised around up there so late. The landmarks all looked queer in the strange light. Less than four weeks more and the sun would be gone for good, not to return until the following March. Ordinarily we wouldn't have dared to have steamed in those waters at this advanced date. But we were racing for our lives.

Down at Kookan, another Eskimo settlement, we got caught in ice and darkness and tide all at one time and to our dismay ran aground again. That's the end of us, I thought. Our bottom would certainly cave in. By a miracle there was no sea running and no wind blowing. When daylight came we got out our kedge and hauled ourselves off.

As a matter of fact this grounding turned out to be a blessing in disguise. For when the tide went down and left us high and dry we discovered that the bolts and nuts on our last remaining propeller blade were loose. Had they dropped out and the blade come off we should have been helpless because we couldn't sail in the ice; there wasn't room to navigate. All hands got overboard in the icy muck and managed to tighten up the bolts. Also we put a little more patchwork on our rudder and bottom.

Down in Parker Snow Bay we got in close enough to send ashore the last of our few Eskimos. They were glad enough to leave us as they were sure the ship was going to sink. We had persuaded them to stay aboard so long because we were short handed. The Roosevelt seemed very empty without them and their 150 dogs. They left their trace, however, in the stench which hung for weeks between decks.

On September 26 in a blinding snowstorm we headed out from Cape York across Melville Bay for home. We had almost no coal left and were down to rock bottom on our provisions. The Roosevelt was a cripple and her boilers ready to go to pieces at any moment. Not much of a bump was necesary to injure her weakened bottom. It wasn't a nice feeling there in the driving snow and the darkness. But Peary was not at all dejected and continued to talk about his plans for the next voyage.

This blizzard wasn't a circumstance to what we ran into next day. It is often said there are no real storms in the Arctic. This is true in the sense that, while the wind may blow 80 miles an hour up there, the hurricane rarely gets into high latitudes. But this time our glass began to fall rapidly and there were unmistakable signs of the approach of a powerful circular storm.

Next day it came. And it was a humdinger. When we began to ship seas regularly we hove to. Ashes in our stoke hold clogged our bilge pumps. The water rose rapidly. Soon our fires were put out. This was serious because it meant we would sink if we couldn't use the pumps. We saved ourselves by hacking a hole through the after bulkhead of the main hold adjoining the engine room. This bulkhead was seven inches thick of pitch pine, both vertical and thwartship layers with iron fastenings. The hole we cut let the water go through to our main pumps.

We weathered this gale only to run into another on the third of October. Now we were using our canvas and making nearly eight knots. The trouble was that our makeshift rudder wasn't broad enough to steer properly with. We had to do a good deal of our steering with our sails. Remember, we were using our third rudder now. It carried away on October 4 at 4 a. m.

We now hove to under our icrsail and began getting another beam out of the hold to make a rudder post with. When the wind dropped, we unrigged the mizzen boom and got it out over a crutch lashed to the taffrail. The foretopmast carried away with a crash during operations. Luckily no one was hurt. On the outboard end of the mizzen boom we hung a small kedge anchor to weigh it down to work like a blade. Also we attached a hawser which led back about 20 feet from the sea end of the boom. There we lashed and middled it; that is, made two ends. One end we passed through a quarter chock on the port side and the other on the starboard side. These lines became our tiller ropes, the weighted boom our rudder. We led the lines to the winches, forward and aft. For a while we steered fairly well with this improvised steering gear.

Next day a heavy sea was running with strong northeast wind and blinding snow. We had to heave to again. In doing so we discontinued using our boom rig. Although hove to, we finally finished the new rudder and hung it. This made our fourth rudder.

Twenty-four hours later all hands turned to, to get another beam from between decks. With the ship standing on her nose every few seconds and our tackle limited we had a great job getting up the heavy timber. But by dark we had the beam in readiness. It took the combined force of all the men and all available tools before we finally fastened to this beam a rudder blade made up of a lot of planks bolted together. By means of sheer-legs over the stern we got this new rudder in place. It was ticklish work with the ship dancing around like a chip on the surface of the water. But we finally succeeded. We were exhausted by the job.

We now cleared away for the Labrador coast a little south of Cape Chidley. Even under favorable conditions this part of the Labrador coast is an ugly place. But we could not afford to pick and choose. We were afraid our rudder would carry away again. We had very little water left for drinking purposes. We had practically no coal left; in fact the firemen were sweeping the bunkers to fill shovels. We began cutting away beams and loose timbers for fuel.

Two days later we limped into Hebron, where the Moravian Mission station is. But victory turned to disappointment when we found we could get only wood and blubber for our furnaces. However, we were all so relieved at escaping into the safety of a fairly land-locked harbor that we didn't worry much. When the missionary asked Peary to dinner, the commander had to refuse because he had no trousers. The missionary sent out a pair of moleskin breeches

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THE LIFE STORY OF PRINCESS MARY

By EVELYN GRAHAM

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INSTALLMENT NO. 7.

SHORTLY after the armistice Princess Mary realized what had been her ambition throughout hostilities and crossed to France to see for herself something of the activities of the women's corps in the theater of war.

In the early days of the war the princess had seen several of her friends enlisted in various women's corps. She had been openly envious of those who enrolled in the Women's Legion, the first of its kind to wear uniforms.

The fact that, as early as November, 1914, her eldest brother, the Prince of Wales, in response to his most pressing desire, was appointed aide-de-camp to Gen. Sir John French and almost immediately drafted to headquarters, rendered even more frequent her repeated request to be allowed to go out to France.

Throughout the four long years of the war this was her great ambition. But it could not be fulfilled.

Then came the armistice and for a brief space a little of the tension of national responsibilities at court was relaxed. This was Princess Mary's opportunity, and she lost no time in availing herself of it.

On November 20, 1918, she left for Boulogne, being the first member of the royal family to visit the war zone after the cessation of hostilities.

Wearing her uniform as Voluntary Aid Detachment commandant of the British Red Cross Society, the princess left London, accompanied by Lady Ampthill, chairman of the V. A. D. committee of the Red Cross and the Order of St. John. They were escorted by Maj. Reginald Seymour.

At Boulogne she was received by Dame Rachel Crowdy, who represented the V. A. D. in France; Miss Lila Davy, chief comptroller of Queen Mary's Army Auxiliary Corps, and Sir Arthur Lawley, chief commissioner in France for the Red Cross.

Honored Both Drivers.

The crossing had been foggy and though the fog did not extend far from the Channel, it was a dull and dreary eveening, and the first view of the women's camp at Ostrohove was far from attractive. But nothing could dampen the spirits of the royal visitors on that occasion, and the little party entered the waiting car and started their tour. The road was somewhat hard to follow, and more than once the car was forced to a standstill. But Princess Mary appeared hardly to notice the delay and throughout the journey asked many questions concerning the route and any objects of interest the darkness might be concealing from her.

She was driven straight to the camp and there, amid the women of the Q. M. A. A. C., had her first meal in what until within a fortnight previous had been the war area.

Tea was a somewhat silent repast. Tired with her journey, the strangeness of her surroundings caused a slight attack of that shyness from which the princess intermittently suffers. Though she had her usual gracious word for all those in her immediate vicinity, she left early for the private house in Boulogne, where she was taking up her temporary quarters and where she retired early in order to be ready for the next day's journeying.

No sooner had Princess Mary left the camp than the girl drivers of the V. A. D.'s and the Q. M. A. A. C.'s began discussing their chances of having the honor of driving her car. Almost frantic appeals were made to the various commandants to be recommended for the honor.

It so chanced that this was the first time Princess Mary had had any experience of girl chauffeurs and, whatever may have been her opinion at the start of the journey, it needed but a very few miles to convince her that the slim, uniformed figures at the wheel were as reliable and competent as any of the royal chauffeurs. During her stay in France, the princess more than once remarked on their excellent driving.

When, the morning after her arrival, the little party set forth for Rouen, there were two cars, one driven by a V. A. D. and the other by a Q. M. A. A. C. Owing to a laughing hint conveyed to Princess Mary by one of the party who knew how eagerly the honor had been coveted, the princess repeatedly changed cars and sat behind each proud chauffeur in turn.

Saw Havoc Wrought by Zepp.

Princess Mary had, for one in her position, seen singularly little of other countries. The mere fact of being on foregin soil was a novelty to her, apart from the interest and excitement of all she was to see in so many phases of which she had, in her own country, already displayed the keenest interest.

The first halt was made at Abbeville, at which city was stationed the first V. A. D. convoy. The princess not only inspected the camp, but also was shown the damage done during a Zeppelin raid in the spring. Many of the huts were battered and broken and there was a gaping crater that had not yet been filled up.

Her royal highness grew very grave. "Terrible!" she said. "Terrible! After the first air raid on London one of my brothers and I went to see the damage and I shall never forget it. This is more bearable because we know it will not happen again."

While she was at the camp the girls filed in from their work in the mechanical transport repair shops. Catching sight of the slim, girlish figure in the familiar uniform, they forgot in some degree the rigid discipline under which they worked and greeted her with loud cheers.

After a tour of the camp—an inspection which the keen interest of Princess Mary caused to be even more thorough than her guides had been prepared for—the princess lunched at the Princess Victoria Club for nurses and V. A. D.'s.

After a brief rest the party drove on to Rouen, arriving in time for a late tea at the Red Cross Hotel.

At Rouen Miss Campion, area commandant of the Red Cross, and Miss de Putron, deputy comptroller in the Q. M. A. A. C. were waiting to greet the princess and for the rest of her stay these two ladies helped to arrange for her comfort.

During her time at Rouen she stayed at the Hotel de la Poste and as this was the first hotel in which she had ever stayed, and certainly the first time she had eaten in a public dining room, this in itself was a novel experience.

Visited Rouen Cathedral.

She was also much interested in the Red Cross Hostel, which happened to be a very old, typically French house, with an outside stairway.



DAME MAUD McCARTHY was one of those presented to Princess Mary upon the occasion of the latter's visit to Trouville in November, 1918. Dame McCarthy, who served as a nurse in the South African war, was matron-in-chief of the British armies in France from 1914 to 1919, directing the activities of over 5,000 war nurses and winning enough medals to get the title of "the world's most decorated nurse." She visited Toronto in August, 1926.

Its quaint rooms and Old World decorations greatly charmed her.

Architecture has always possessed considerable interest for the princess, who has devoted some time to its study, and before the official sightseeing commenced she was anxious to visit the cathedral, one of the finest specimens of the Gothic in France, and which contains a wonderful collection of old monuments. She also visited the churches of St. Ouen and St. Maclou, both considered masterpieces of their kind.

Besides exploring the churches Princess Mary also paid a visit to the spot where they burned Joan of Arc, in whose history she has always been interested.

As far as time permitted various places of interest in the town were pointed out to her.

The princess was wearing her V. A. D. uniform and as she wandered through the narrow streets of the old town, accompanied by Lady Ampthill, she was seldom recognized, though here and there an officer would catch sight of the slender, erect figure in the familiar uniform and, with a quick start of recognition, come quickly to salute. On several occasions a V. A. D. or a Q. M. A. A. C., hurrying past, would stare for a moment, and then give the royal visitor a respectful greeting.

Recognized Balmoral V. A. D.

Princess Mary herself stopped one girl who, passing the little group, had seen in its central figure no more than a V. A. D. commandant intent upon her duties.

"Aren't you from Balmoral?" she inquired, recognizing the daughter of one of the outdoor staff.

"Yes," replied the girl, in surprise, then, looking closer, "er—yes, your royal highness."

"Ah, how glad I shall be to see it again," said Princess Mary. "We haven't been able to go for the last two or three years and I have indeed missed our holidays there."

She chatted for a few minutes with the girl and then, with the smiling hope that soon they would both be among the highland hills, passed on.

So interested was she in all she saw and so eager to prolong her unofficial sightseeing, that it required her guide's production of the official time table to persuade her that she must leave the exploration of Rouen for the moment and begin her tour of inspection of the various other women's camps.

Princess Mary's gesture in going to France just after the signing of the armistice met with the greatest approval of the allied nations.

Especially were the French people gratified that she should visit the battle areas of their stricken country. Marshal Foch said of the event that "only an English princess would have braved the discomforts of the war area to share with the armies and the various women's corps the happy hour of the cessation of hostilities.

The trip was not instigated in any way by the state or backed by political motive, nor was it made even at the suggestion of the king and queen. It was inspired by real personal desire on the part of Princess Mary herself to see the girls and soldiers in France for whom during the past four years she had worked so hard in England.

Like the Prince of Wales she had hated staying in England during the first days of the war. When the prince secured permission to go to France, she was the first to congratulate him. Yet there was a little envy at his good-fortune and a secret sigh on the part of Princess Mary that she must continue to "stay behind."

However, she got her wish at last, and while she was making her tour of the women's camps she did her best to make up for the lost time when she had been kept back home in England during the years 1914-1918.

Everywhere she went she was received with extraordinary enthusiasm.

Used Army Cutlery.

After her visit to Rouen in November, 1918, Princess Mary proceeded to Etaples, where she inspected the motor drivers' camps of the Voluntary Aid Detachment and of Queen Mary's Auxiliary Army Corps.

Here she talked freely to the girls and complimented them on the excellence of their driving, which she had personally experienced. To one of the girls who, in reply to a question, had announced her intention of remaining a chauffeuse, the princess laughingly confided that one of her earliest ambitions had been to drive a car.

"I think it was as well it wasn't gratified," she added, "or it is possible I should not be with you today."

At the signal depot and telephone exchange the princess lingered long, asking many questions concerning the system and learning something of the girls' work.

"It must be very tiring and very monotonous," she remarked. "I dislike using the telephone myself and I do not think I could possibly work it all day long."

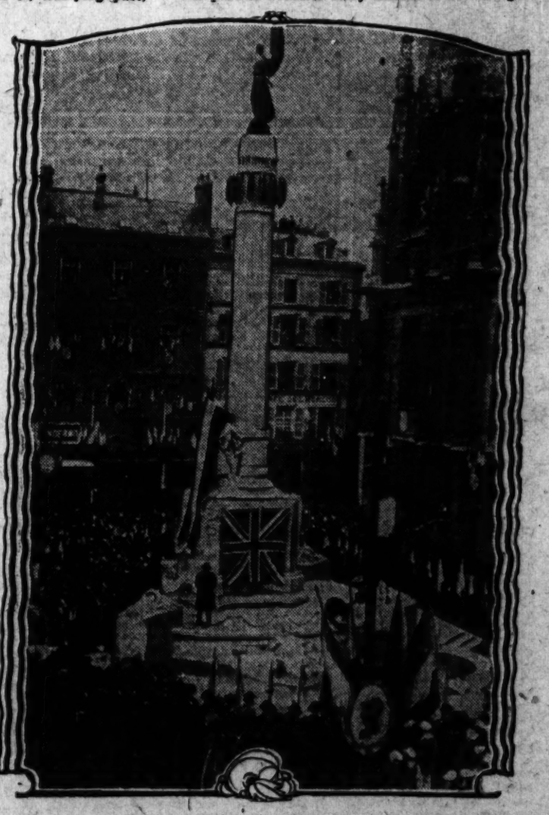
The lunch which Princess Mary ate at the controller's quarters was an experience in itself for her since it was an ordinary mess lunch such as was served every day to the girls, with nothing added to the rations apportioned to each person. In addition, it was eaten with the ordinary army cutlery. Previous to her visit Princess Mary had given strict instructions that no special preparations were to be made for her, as she wished to fare exactly as did the girls in whom she had always taken so great an interest.

The building in which the princess lunched was the usual billet familiar to those who saw active service. There were offices on the ground floor in which the deputy controller and her two assistants worked. Above were the living rooms and bedrooms where the girls spent their hours off.

While at the billet the princess had presented to her five senior Q. M. A. A. C. administrators, and questioned them closely concerning their work and the lives of the girls under their care.

One administrator, having given the girls that high praise to which they were justly entitled, said she could say of the Q. M. A. A. C.'s what the war office had previously said of the W. A. A. C.'s: "During the crisis they have more than justified their existence, and have well maintained the credit of their sex and of the army to which they belong."

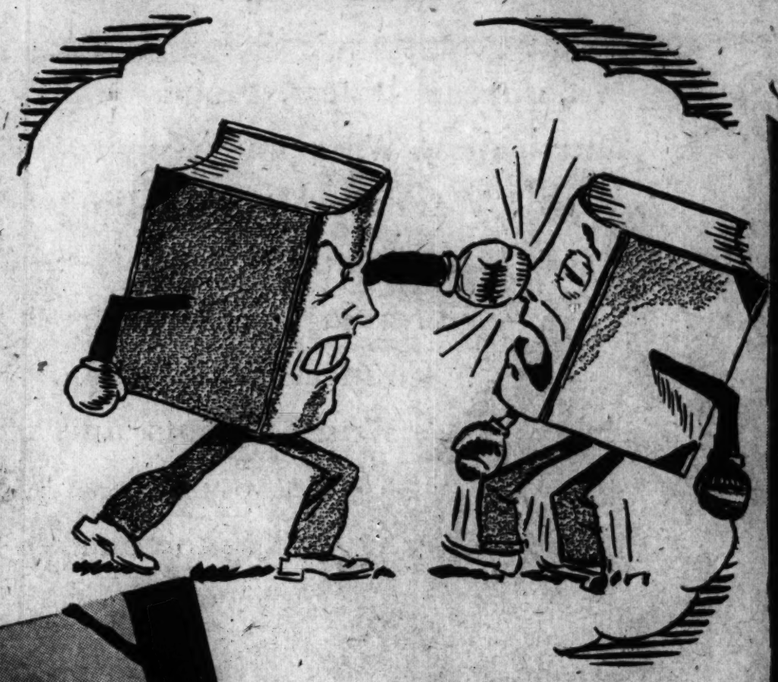
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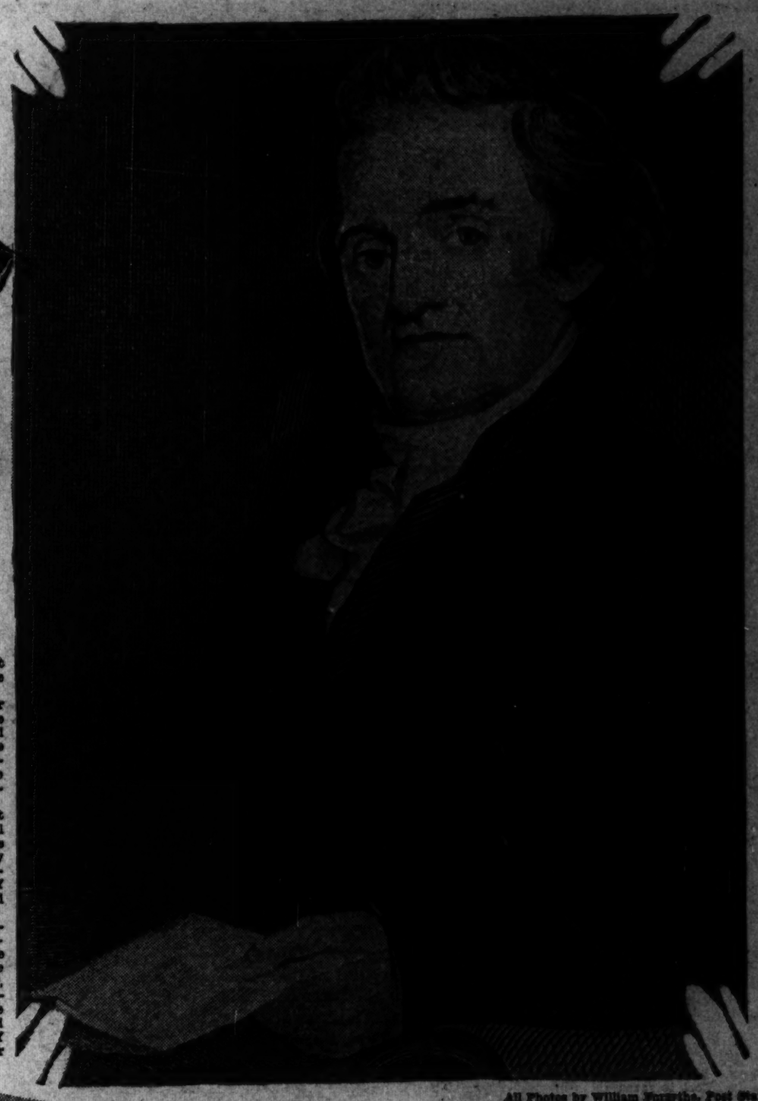


ROUEN'S war memorial, erected in front of the cathedral visited by Princess Mary in 1918, pays honor to France's wartime allies, one of the groups representing the welcome of British troops by the city during the war. The cathedral is the building on the right.

The Battle of the Dictionaries

A Reasonably Minute Resume of the Joust That Had Its Genesis in the Year 4004 B. C., Became Acute When Dr. Johnson and Noah Webster Compiled Reference Works of the English and American Tongues, Respectively, and Resulted in Two Valuable Tomes—Incidental Sidelights on History, With Some Laughs Between the Lines.





All Photos by William Foxwythe, Post Staff.

Noah Webster, the American lexicographer, who founded the work that is still a standard authority on the English language.

By GROVER W. AYERS.

THIS is a rambling story of the Battle of the Dictionaries—a worldly battle of words, so to speak, that began, I presume, if Dr. Samuel Johnson and Noah Webster, Esq., are reliable authorities, in 4004 B. C. At least, that is the date given in the chronological table at the back of the dictionary each assumed responsibility for as editor. It is the first item in their respective tables, and the wording the same: "The creation of the world, and Adam and Eve—4004 B. C."

That high light of history is more than a suggestion that there and then began the battle of words. The second entry in the table proves the fact beyond any reasonable doubt, for it reads: "The birth of Cain—4 [illegible] B. C." So when two such eminent men as Johnson and Webster can agree on any two facts consecutively, common, ordinary mortals may rest in sure content. Johnson and Webster never agreed on anything else—not once, except—and that is the most important exception in the bright lexicon of lexicographers, to-wit: "What the world needs is not a good 5-cent cigar, but my dictionary at any price."

By the accident of birth Samuel Johnson arrived in this mundane sphere before Webster. Thus it came about that Johnson got out a dictionary three years previous to the birth of Webster—to be exact, 1755 A. D. He managed to collect nearly 50,000 words for an exhibit to the curious and the elegantia elsewhere in the world. Afterward Johnson achieved the gout, and Boswell—the sedentary labore, and the high voltage of the intellectual foods, incident to this Phineas Barnum stunt, caused the gout; and the success of the dictionary brought on Boswell, who, adventitiously, excited Webster to Americanise the Americans, as we shall see.

This man Boswell was more than a wet nurse to Johnson's thundering garrulousness; he was the radiant salesman with a wide-world complex. Notice—Johnson writes a dictionary, Boswell thereupon indites a "Message to Garcia," the world buys the dictionary. Them were the days of the simplex life—and no income tax, no Federal Trade Commission, no League of Nations; but alas and alack, neither was there an international copyright, albeit there was a stamp-tax in the offing—and thereby hangs the tale that got twisted.

One of Johnson's battalion of words falls into the outstretched hands of Webster about the time he is weaned from the bottle. Webster thrives upon the vitamins a, b, c therein, becomes lusty, does a lot of thinking, writes an "American" Grammatical Institute with indifferent success, writes an "American" Spelling Book that becomes a best seller, writes a Compendious Dictionary (containing more words than Johnson's, which, Webster says, is a comedy of errors), writes numerous other things on divers subjects while peregrinating from one end of the country to the other proselyting on the necessity for "reformed" spelling and the vital need for an American language, and, finally, some time after writing a short history of the American Revolution, writes his "An American Dictionary of the English Language" in 1828, wherefore we celebrate.

Johnson was the John Bull of English letters, but, from the time Webster's political consciousness roused him, Johnson's bull was anathema—to Webster, hence the Webster title of his dictionary. One must get the word "American" in that title properly and adequately to appreciate Webster, the man.

Pelatiah Webster, of Philadelphia, a contemporary of Noah, but no relation, and a bookish man, whom Hannis Taylor says was the first to urge that the Supreme Court should be made a coordinate branch of the Federal Government, was also "American" to the core. Then along came Daniel Webster, a distant relative of Noah's, who, everybody knows, expounded the Constitution, Supreme Court decisions and all. He, too, was "American" from circumference to center. In fact, it was a Webster family trait to be 100 per cent plus "American." However, Noah Webster was a jingo like irrepressible Sam Adams. But Webster was a Federalist and Adams anti-Federalist. Nevertheless, each one had an old name, dating, probably, from 4004 B. C., or as early, anyway, as 4003 B. C., which gave each the same God-given right uproariously to twist the lion's tail.

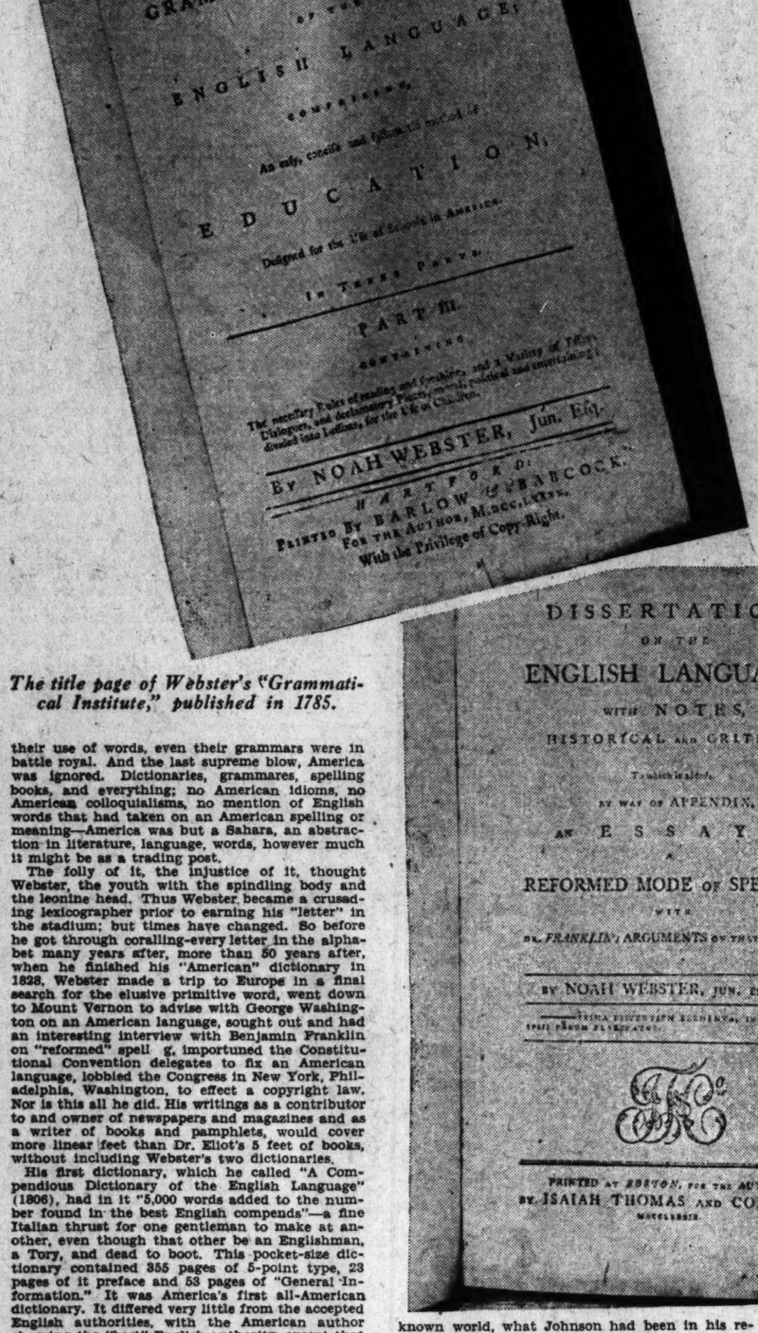
Noah Webster had two brothers and one sister. The two brothers died at the age of 80 years, the sister at 70. His father died at the extreme age of 92, and Noah died when he reached 85. The mother of Noah was a descendant of William Bradford, the Plymouth Colony governor, and his father's father was one of the first settlers and governor of the Commonwealth and a Puritan. So there flowed in the blood of Noah Webster the united jingoism of Pilgrim and Puritan, hence quite direct, and as honorable as any member of the Order of the Cincinnati could require.

Webster, the jingo, entered Yale in 1774, and in 1775, while a freshman, was in charge of a military company which greeted Gen. Washington on his way to Cambridge to take command of the American troops. In Webster's diary of that date there appears this memorable sentence, "It fell to my humble lot to lead the company with music." Webster played the fife, but who ever heard of a humble fifer! The thought does not fit into the picture we have of a certain Revolutionary War incident. 'Tis probably the only time Webster ever did himself an injustice. Projecting your fancy forward, 50 years to the day, almost, you will see the fifer in Cambridge leading an army himself, successfully, but it is another Cambridge, 3,000 miles to the East in the enemy's country, and another kind of an army. Ah, he was no fifer—that was a marshal's baton he saluted Washington with at Yale.

Later Webster saw actual service as a private under his father, Capt. Noah Webster, in a series of battles and a siege that culminated in "Gentleman Jimmie" Burgoyne surrendering at Saratoga Springs, to this day one of the most delightful convention towns in America.

In 1778 Noah Webster, jr., taught school, and in 1779 returned to his birthplace, West Bradford, Conn. For a short time he studied law with Oliver Ellsworth, who later became Chief Justice of the United States. But Noah was a born lexicographer. Coke and Blackstone may have had their special attractions, yet law words amount to only a few words at best, even though our Supreme Court recently rebuked three wise lawyers from Gotham for being prolix.

The Revolutionary War had interrupted Webster's pursuit of words at Yale, and he had not yet been able to orient himself, although he was on his way hither and thither, deviously. One of his first tremendous discoveries was the 5,000-odd books in the library at Yale when a student there, most of them written by Englishmen and published in England; some were French and German works, a few Italian, and the rest from the several corners of the earth. Definitely, one can not say, but it was in those student days when he first became utterly and wretchedly conscious that word-mongers were not in agreement. The chief English authorities differed in their spelling of words, differed in their definition of words, differed in their use of words, even their grammars were in battle royal. And the last supreme blow, America was ignored. Dictionaries, grammares, spelling books, and everything; no American idioms, no American colloquialisms, no mention of English words that had taken on an American spelling or meaning—America was but a Sahara, an abstraction in literature, language, words, however much it might be as a trading post.



The title page of Webster's "Grammatical Institute," published in 1785.

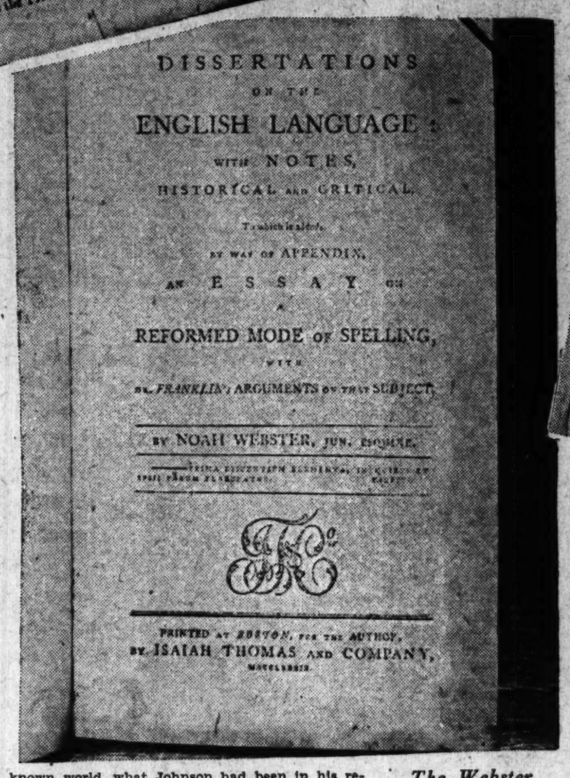
The folly of it, the injustice of it, thought Webster, the youth with the spindling body and the leonine head. Thus Webster became a crusading lexicographer prior to earning his "letter" in the stadium; but times have changed. So before he got through coralling every letter in the alphabet many years after, more than 50 years after, when he finished his "American" dictionary in 1828, Webster made a trip to Europe in a final search for the elusive primitive word, went down to Mount Vernon to advise with George Washington on an American language, sought out and had an interesting interview with Benjamin Franklin on "reformed" spelling, importuned the Constitutional Convention delegates to fix an American language, lobbied the Congress in New York, Philadelphia, Washington, to effect a copyright law. Nor is this all he did. His writings as a contributor to and owner of newspapers and magazines and as a writer of books and pamphlets, would cover more linear feet than Dr. Eliot's 5 feet of books, without including Webster's two dictionaries.

His first dictionary, which he called "A Compendious Dictionary of the English Language" (1806), had in it "5,000 words added to the number found in the best English compends"—a fine Italian thrust for one gentleman to make at another, even though that other be an Englishman, a Tory, and dead to boot. This pocket-size dictionary contained 355 pages of 5-point type, 23 pages of it preface and 53 pages of "General Information." It was America's first all-American dictionary. It differed very little from the accepted English authorities, with the American author choosing the "best" English authority, except that American authorities were preferred in quoting usage of words, wisely using in each instance where possible American history in all its manifold activities as the text, and such words as the American authorities gave a different spelling, or different meaning, or both, were incorporated; and there were also added new American-English words, idioms, colloquialisms, along with such other material matter as would best distinguish the spirit and growth and divergence of America from the mother country. Lastly, the dictionary was printed in America.

Now that last fact is an outstanding fact in Belles Letters, American style, plus bellicose Webster. Webster, ardent American, visioned an American language and an American nationality. He knew we could have neither unless we have our own language and printed our own books. And unless we printed our own books, we could not get our own language officially recognized and perpetuated. No Englishman in England in those days would print a dictionary based on American authorities. That would destroy American dependence on literary England and English trade as well. Besides there were no American authorities in literature in the estimation of any English Tory. But Webster knew there was an American authority in no less a person than himself—he with the humble fifer. Of course there had been dictionaries printed in America before 1806—Johnson's was first printed in America in Boston, probably, in 1797—a pocket edition in size, but entirely English in treatment.

Webster, in fact, was not alone in these belligerent literary musings. Benjamin Franklin had had a "reformed" spelling bee in his bonnet almost ever since he began trifling with words. Franklin had even started to reconstruct the alphabet by adding additional characters to it, and did add "reformed" spelling and a dictionary as the plot grew in his fertile imagination. Thus the meeting of these two cruising intellects in a common enterprise is what inevitably brought Ben and Noah into personal contact and many, presumably, delightful conversations. It came about in this way. Webster was looking for a financial backer for his Grammatical Institute. He broached the subject to Franklin. Franklin parried with an offer to give Webster his own 3-in-1 dictionary manuscript, being, as he said, too old to pursue the plan—Franklin had practically completed it in 1768.

You know, at that time, somewhere in the early 1780s, Franklin was to America in his specialty, which was about everything in the known world, what Johnson had been in his restricted field, with this difference, that while Franklin did not take himself seriously, Johnson was nothing else but ineffably serious.



The Webster fly leaves progress from "Dissertations," 1789 (upper left) to "A Compendious Dictionary," 1806 (upper right), and emerge, finally, as "An American Dictionary of the English Language" in 1828.

Franklin had met Johnson, Voltaire, Diderot, the encyclopedist, Rousseau, on their own favorite battlefields and played with them at their own game, in which each was a master—of words; but Franklin was the more skillful and used fewer and shorter words.

When Voltaire was not lambasting Rousseau or Rousseau was not annihilating Voltaire, each, but not in close proximity to each other, were assisting Diderot in compiling his encyclopedia. In between times, all three were roasting Johnson. And Johnson, in turn, when not telling the whole literary world what to do, and throwing in for good measure advice to king and parliament, took a fall out of these French savants.

For instance, Boswell, Johnson's book agent had been down to Ferney to see Voltaire, perhaps to sell the old codger a dictionary. Voltaire, something of a book agent himself, as well as a writer of books, called Johnson "a superstitious dog." That right to Boswell's face. Imagine it!

Then Boswell took the first whippet tank for Montmorency to see the esthetic recluse Rousseau in his garret. Deducing certain facts from the following hypothesis, one can believe Boswell funked. Reporting to Johnson on his return to London, Johnson roared in his most impeccable English, "Rousseau, sir, is a bad man! I would sign a sentence for his transportation sooner than that of any felon who has gone from Old Bailey these many years." Boswell, to get a little more material for his contemplated biography of Johnson, asked sententiously, "Sir, do you think he is as bad a man as Voltaire?" Hear Johnson's reply—Maupertuis, the mathematician, while courting Frederick the Great, in Berlin, could not have done better: "Why, sir, it is difficult to settle the proportion of inquity between them." His very words, sir.

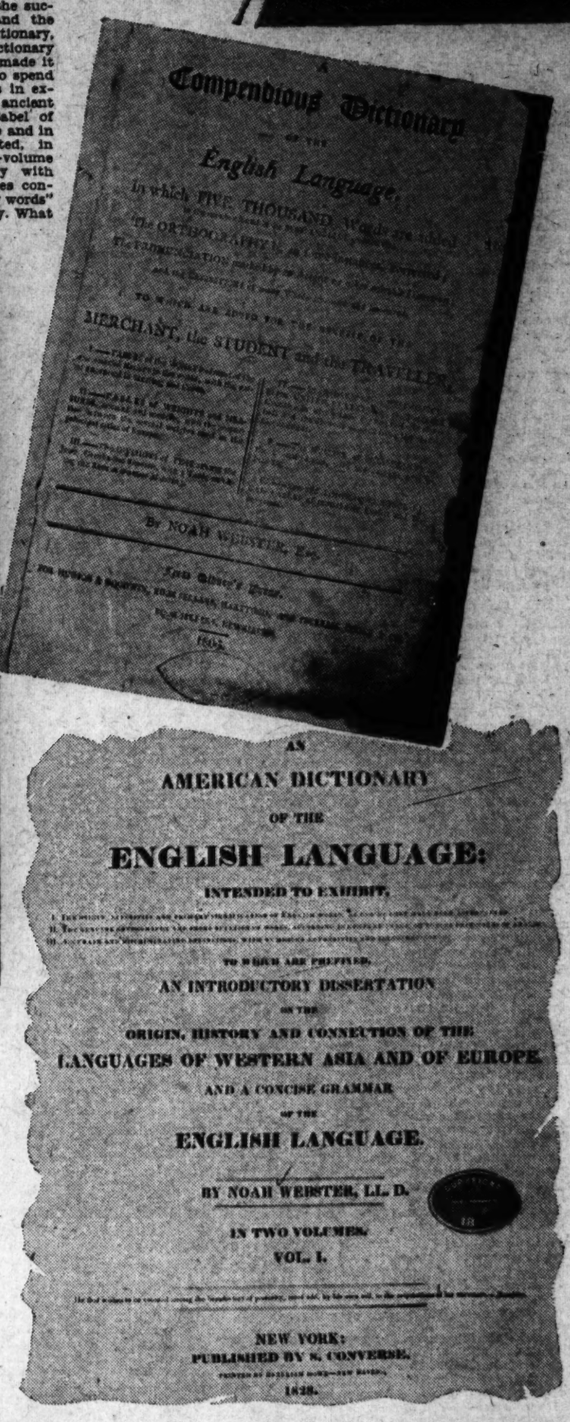
Rousseau was no traveler—he liked his sequestered lodgings, his fanfare of poverty, his music, and, when possible, greeted even his idolatrous worshipers reluctantly. His controversies were by proxy—his Heloise, his Confessions, his Social Contact, seduced him, and thus he had no time to spare with realties. Whereas Voltaire, bizconed himself across the firmament, traveled everywhere, met everybody, quarreled with everybody, loved everybody, except Rousseau and Frederick the Great, whom he taught to write poetry.

Voltaire, in speaking of English history, once said: "The hangman should write their history, for he usually settles their disputes," and he compared the English to their own beer—"froth at the top, dregs at the bottom, and the middle excellent."

In England during one of his forced exiles, or perchance it was in Paris, the incomparable Voltaire met Franklin—history does not record it, but it is possible that Franklin sold Voltaire one of his homesteading excursion tickets to Boston or Philadelphia, because Voltaire at one period in his tempestuous career seriously considered emigrating to America.

Johnson published his first dictionary about the time Franklin went to England as the special agent of certain interests in the Colonies. This word-thinker, Franklin, must have immediately begun to experiment on the dictionary's possibilities, for how else could we get the sequence of Franklin's dictionary manuscript that he wished on Webster.

"A Grammatical Institute of the English Language, Comprising an Easy, Concise and Systematic Method of Education, Designed for the Use of English Schools in America," was the grandiose title of a little book, a very little book, in three parts—Speller, Grammar, Reader, published by Webster (1782), for use in the "little red school house." Not a success of itself, it did develop into the "American" Spelling Book, of which many millions were sold before Webster died in 1843. It was the success of the speller and the prestige his first dictionary, the Compendious Dictionary (1806) gave him that made it possible for Webster to spend the following 20 years in exploring the ruins of ancient languages and the Babel of modern languages here and in Europe, which resulted, in 1828, in his two-volume "American" Dictionary with its 1,800 or more pages containing "twice as many words" as any other dictionary. What—an humble fifer!



If Webster is not, he should be the patron saint of every boy and girl in America—and one could suggest, of many others not so young. This is so because Webster said in the preface of his Spelling Book, "The spelling of such words as publick, favour, neighbour, head, prove, phlem, his, give, debt, rough, well, instead of the more natural method—public, favor, nabor, hed, proov, flem, hiz, det, ruf, wel—has the sea of antiquity in its favor; and yet I am convinced that common sense and convenience will sooner or later get the better of the present absurd practice." Elsewhere and often he figuratively jumped with both feet on the grammarians. He was partial to "you was," and gave his reason why, which is the reason you and I give today.

But Webster never put these and other similar obviously needed reforms into practice in any edition of his Institute or Speller. However, he was a pioneer along with Franklin, the predecessors of Theodore Roosevelt. Comes today—in the dying days of 1928—there was a long editorial in one of the leading newspapers of America headed, "We Ain't Never Been to College," calling attention to the defense of the contraction "ain't" by a professor of English in one of our large universities. The editorial writer himself observes that "'it is I' sounds a little prissy, and, without doubt, we are within the midst of transition to 'it is me.'"

Here again Webster endears himself to all ages. Six years after he had written the grammar in his Grammatical Institute (1782), he says: "After all my reading and observation for the course of ten years I have been able to unlearn a considerable of what I learned in early life, and at 30 years of age can with confidence affirm that our modern grammars have done more hurt than good." Yes, today the American language could stand much Hooverizing.

Webster had the inquisitive and acquisitive disposition to go to the foundation of things. He not only took an active part in the political revolution of his day as a soldier and a pamphleteer of robust character, but he started a little revolution of his own which grew into mighty proportions—literary, it must be granted, but it sank deeply into the bone and marrow of our American civilization. He was a militant philosopher as well as a lexicographer. Thus his Spelling Book was not merely a mechanical engine in the realm of pedagogy, but "The spelling book," he says in one of his numerous essays, "does more to form the language of a nation than all other books." Webster knew; to paraphrase another philosopher's thought—Let the kids use my Spelling Book and I care not who makes the campaign speeches.

Taking the figures of an authority, the sales of the Spelling Book in the years around 1812 averaged 280,000 copies; 5,000,000 were sold before 1818, and 24,000,000 had been sold by 1847. The sales from 1866 to 1873 aggregated 8,196,128. Webster in his preface to the 1803 edition of the Speller said "it has become the principal elementary book in the United States."

Several of the American literati's witless wits had unintentionally honored Webster by calling him the "Monarch" in derision before 1800. However, John Trumbull and Joel Barlow had faith in his Spelling Book from the first, but not because they thought it poetry, either satiric or epic.

The Spelling Book fairly out of the twilight zone, Webster began to rummage in other fields of science, culture and experiment. He wrote an essay on home-made clothes and the manner of wearing them, he took up the highly controversial subjects of national debt and finance policy of the new Nation, he wrote on various phases of our political development, he interested himself in the slavery question, he delved into the cause and prevention of disease, he wrote a "reformed" Bible. All these from the standpoint, viewpoint, of an American bent on a heroic operation.

Webster, like John Paul Jones, had just begun to fight, for he wrote on an occasion, not many years after the war, "A fundamental mistake of the Americans has been that they considered the revolution as completed, when it had just begun. Having raised the pillars of the building, they ceased to exert themselves, and seemed to forget that the whole superstructure was then to be erected. This country is independent in government, but totally dependent in manners, which is the basis of government. * * * It is a singular phenomenon, and to posterity it will appear incredible, that a nation of heroes, who have conquered armies and raised an empire, should not have the spirit to say, *We will wear our clothes as we please!* Let it not be thought that this is a trifling subject, a matter of no consequence. Mankind are governed by opinion, a tyranny more severe than the laws of monarchs; a dominion, voluntary, indeed, but, for that reason, more effectual; an authority of manners, which commands our services and sweeps away the fruit of our labor. I repeat the sentiment with which I began—the Revolution of America is yet incomplete."

Webster was a Federalist, shot through with the virus of Patrick Henry. He believed in protecting home industries and in patronizing them—and if that be treason, make the most of it.

Years passed. The Spelling Book sales growing apace, and his Compendous Dictionary completed, he had reason to feel that with his army of "American" words as a vanguard to guide the youth and to mold the thought of his country he could now begin his life's real labor for which all the rest had been put a preparation. Thus in 1807 he began to compile "An American Dictionary of the English Language."

But, as he said in his "Dissertations" (1789) of 410 pages, and dedicated to Benjamin Franklin, realizing the great task before him, "Sensible I am how much easier it is to *propose* improvements than to *introduce* them." Still he had the consolation of this thought, should he complete the work in the thorough manner anticipated, "It would, in that case, be as difficult to spell *wrong* as it now is to spell *right*"—here, for once, Webster becomes pundit. This, while said specifically of "reformed" spelling, had its application to an American dictionary.

And he goes on in the Dissertation, "Besides this, a *national language* is a band of *national union*. Every engine should be employed to render the people of this country *national*." And "The alteration, however small, would encourage the publication of books in this country." What a whale of a salesman.

Still clinching the argument, he proceeds, "America is in a situation the most favorable for great reformations, and the present time is, in a singular degree, auspicious. * * * *Now* is the time, and *this* the country, in which we may expect success in attempting changes favorable to language, science and government. *Let us, then, seize* the present moment and establish a *national language* as well as a national government." He was his own Boswell. Wouldn't he have made a whiz of a fifer on a radio program in this day of pacifism and international-mindedness!

A biographer of Webster, in sizing up the character of the man, cut this silhouette of him, "He seized all subjects by the practical side, and his instinct was to apply the rough and ready rules of common sense to all questions, whether of politics, theology, or philology. His mind was not subtle and graceful, and he had not the faculty of creating, nor, so far as I can see, of appreciating literature; but he had the active manufacturing mind, and in his intellectual workshop he made, as he had said of his average American, 'a variety of utensils—rough, indeed, but such as will answer the purpose.'"

Thus this colossus of words strode across the terrain of America preaching, exnorting, arguing, pleading for an American language in political

CONTINUED ON PAGE 6, COLUMN 2.

STAR DUST BLAMED FOR FLU EPIDEMIC

Widespread Illness, Floods and Hurricanes, Wars and Rumors of Wars Result of Falling Meteors and Sun Spots—Savants See Strange Connection Between World Events and Astronomical Phenomena



Many men of science today believe meteoric showers and sun-spot activity are largely responsible for the epidemics of flu and such disasters as the Mississippi flood, a scene from which is shown at left.

Telescopic photograph of sun-spot activity, which, some astronomers believe, causes epidemics and catastrophes of nature on our earth.

The severe illness of King George is linked in the minds of many with the ancient belief that a display of meteors "rings the knells of kings and princes."

By Uthai Vincent Wilcox.

WHAT is the strange influence of sun spots, of showers of meteoric matter, of comets, of the aurora borealis displays and other astronomical events upon world affairs? Perhaps there is no connection. Yet very possibly there are peculiar and mysterious forces, radio-active, unseen, which affect the health and prosperity of whole nations.

"Absurd and impossible," say the materialists, but thoughtful scientists find much to puzzle them in the unusual parallels and the recurrence of epidemics and wars at the same time that stellar events are found unusual.

Recently the earth passed through a meteoric shower, known as the Leonids. Coincident with this phenomenon there came reports of epidemics of influenza in the Western United States that began sweeping toward the East.

In 1919 there was also a display of astronomical fireworks coupled with unusual sun-spot activity. It was in the latter part of 1918 and the year 1919 that the great epidemic of Spanish influenza startled the medical world, which was powerless to stay its onward sweep. According to Dr. Clifford Allchin Gill, of India, as stated in his recent book, "The Genesis of Epidemics," there were more lives destroyed in a few months that were lost in four years of disastrous war. This is followed by the statement that "the existing knowledge of the cause and mode of the spread of disease offers scant security against epidemic visitations."

In these days of medical advancement a world-wide epidemic before which physicians are powerless is unusual. Is there a possible connection between the heavenly affairs and the general health of mankind?

* * * *

NO astronomer and certainly no physician will state that the coincidence is more than merely interesting, yet it is admitted by both scientists that such a thing is not impossible.

Thus it is more than passing strange that toward the close of the war the flu epidemic was raging in nearly all parts of the world. One of the periods of intensity was in 1917. At that time there was also a period of great sun-spot intensity. On an average of eleven years sun spots occur which would bring this date to 1928, and again the flue is counting its victims. Periodic activity of the sun spots has long been associated with unusual world events and possible catastrophe.

The influenza epidemic has occurred before in America. In two of the previous years, 1833 and 1837, there were also observed notable astronomical displays.

In November of 1833 there was the great meteoric shower, compared by some to streams of fire coming down from heaven, by others to sparks flying off some great piece of fireworks. This phenomenon covered all North America from the Gulf of Mexico on the south to Hudson Bay on the north. Reports show that the flu prevailed in special intensity over the same region.

This great display of falling stars startled many people. "Some thought the heavens ablaze and called it rains of fire. Horses were frightened by it and fell to the ground, and many people were made sick through fear." This is according to testimony of that time.

In 1837, also noted by the Federal Health Service as an epidemic year for influenza, there was the noted exhibit of the "fiery aurora." Writers of this period said that the sight was "grand and fearful. In one place situated near a mountain the sight resembled waves of fire rolling down the mountain, the snow covering the ground appeared like fire mingled with blood and, above the heavens seemed on fire."

* * * *

PROF. TCHIJEVSKY, the noted Russian savant, has noted this strange and mysterious association of stellar affairs and earthly troubles and, using a mass of figures, predicts that from 1928 to 1929 there will be unusual epidemics and even wars. Within the last few months there have been many rumors of wars in both Eastern and Western Hempisheres. The Baltic states have rattled their swords in their scabbards and polished up their rifle barrels. Lithuania particularly has threatened to break the peace of Europe, and two South American nations for a time refused to listen to peaceful offers of mediation and prepared for war.

Dr. Maurice Faure has reported to the French Academy of Medicine that sudden deaths are most prevalent when sun spots and astronomical events are unusual. To cap the climax, M. Georges Lakhovsky has set forth in no less sedate a journal than the Comptes Rendus of the French Academy of Science his opinion that it is advisable to consider solar affairs in selecting food and drink. He even finds that French wines in the year of the very brilliant Halley's Comet were better than at any other time, and he looks for a recurrence of this excellence because of the present contact of the earth with sun-spot activity and meteoric bodies.

Dr. Faure and M. Lakhovsky reason that astral radiation profoundly affects mankind. Various authorities are expecting usual crops as well as food scarcities due to these same heavenly visitants.

Such notions, however wild, are based on the substantial fact that the sun is the fountainhead of life and energy upon the earth. The food we eat is developed by sunshine. The energy of fuel is stored-up sunshine. The rain falls and the wind blows solely because of the 2,000,000,000th part of the sun's total radiation that is shed upon our planet. Sun spots are striking indications of solar vicissitudes. Just how closely these are linked up with those of your health and that of humanity it is extremely unsafe to dogmatize.

Regarding comets and meteoric showers, it has been suggested as possible that the earth's passage through this fine star dust has a direct relation to the coincidental epidemics of influenza.

During the month of November, when the flu first became serious at this time, astronomers state there occurred the annual periodicity of the Leonids and the Andromedids, which electrified the heavens with their millions of shooting stars.

These November meteors, according to the late Dr. Joel Dorman Steele, who was one of America's noted astronomers, "move at the rate of 26 miles a second in a direction nearly opposite that of the earth. They, therefore, meet our atmosphere with a relative velocity of nearly 44 miles a second. As they sweep through the air, the friction partly arrests their motion and converts it into heat and light." The meteor may plunge to the ground, explode and fall in millions of fragments. "The cinders of the consumed portion rain down on us as a fine meteoric dust," Dr. Steele estimates.

Whether it be comets or their active relations known as meteors, or perhaps sun spots and electrical auroras that affect the welfare of man, it is generally accepted as a fact by many that these astronomical oddities portend disasters of one kind or another. An old English writer observed: Cometes signifie corruptions of the ayre. They are signs of earthquakes of warres, of changying kyngedomes, greath dearthe of corn, yea, a commonth death of man and beast." Another remark: "Experience is an eminent evidence that a comet, like a sword, portendeth war; and a hairy comet or a display of meteors rings the knells of kings and princes."

Many shooting stars have been observed and given special mention in recent news dispatches. A huge meteor roaming through the heavens by night and exploding with a tremendous detonation recently terrorized the Philippine Islands. Following the explosion, which was like a great thunderclap, the entire Province of Bohol was lighted up by a great fire. The meteor fell behind some mountains and is now being hunted by special searching parties. This was the third meteor whose fall in the Philippines has been very recently recorded.

The United States Naval Observatory astronomers explain that the periodicities corresponding to the sun-spot cycle have been sought not only in atmospheric phenomena but also in various phenomena that are more or less under the control of [illegible] pheric influences. Such are the advance and retreat of glaciers, the occur[illegible] of river floods and even the prevalence of epidemic diseases.

The increasing sun spots may thus be blamed, according to some theories for the disastrous floods of the Mississippi, for the hurricanes of the West Indies and Florida, and now we have the influenza epidemic that is again sweeping the Nation.

It has been further pointed out that in the case of the epidemic of the flu the relationship seems the more probable, since the flu is a disease primarily of the respiratory organs. These minute particles which fill the atmosphere may set up an irritation in these organs which breaks down man's health.

In 1918, also a period of astronomical activity, the United States Public Health Service, after giving figures showing the monthly total of cases, said: "It is difficult to conceive of any external environmental influence acting so uniformly through the world; and that the virus should everywhere show these peculiar variations in infectivity and virulence is certainly most remarkable."

Dr. A. W. Trueman, medical superintendent of the Washington Sanitarium and Hospital, who was a popular practicing physician on the Pacific Coast at the time of the former epidemic, noted that at that time the flu "seemed to be in the air." Also "that there were cases where isolated groups of people having no contact with the outside world suffered as severely from the epidemic as those who lived in cities. They seemed in some way to obtain the germs of the disease from the very air."

* * * *

THE noted physician, Dr. Victor C. Vaughan, said: "If I were to define influenza I should say it is a disease of unknown origin. * * * I say that, in the face of the greatest pestilence that has ever struck our country, we are just as ignorant as the Florentines were about the plague described in history."

Thus we have the deadly and certainly strange parallel between a disease of a mysterious and unknown origin coincident with the periodic passing of the earth through showers of star dust and afflicted by the waves of increasing and decreasing sun spots.

One Government authority explained that many of the shooting stars and the meteor dust vaporize when reaching our surface atmosphere. Thus it might be supposed that this very vapor affected the respiratory organs of mankind and helped to produce the strange type of disease known as the flu.

As no one knows the origin of the flu and what brought it to this earth, it may well be wondered if there is any irritating star dust or disease stimulation in the giant waves of sun spots. The recent shower of meteors known as the Leonids coincides with the earth's passage across the path of a famous comet that was last seen during the Civil War. This comet will not again come back into the earth's neighborhood until the year 1965, but periodically we plunge through the swarm of fragment which it left behind. Who knows but what these tiny fragments are disease-laden and perhaps the remains of some celestial plague which is in this way wafted to the earth? Judging by the parallel dates, who will say that Prof. Tchijevsky is wrong in predicting that there will be found epidemics of disease and even brainstorms during this period?

British Drink Bill.

London, Jan. 26 (U.P.).—The British public has spent at least $16,250,000,000 on drink during the last ten years, of which about $11,250,000,000 was provided by weekly wage-earners. These facts were contained in the recent annual report of the United Kingdom Alliance, Britain's prohibition organization.

"But while many persons are, happily, drinking less liquor, it must be remembered that at least $1,495,000 was actually spent last year," said the report.

"Public drunkenness, of course, abounds, though the cases before the police courts have diminished, but last year about 100,000 men and women were dealt with by the police in Britain, and these were only a fraction of the total cases of drunkenness which occurred."

Referring to the closing hours of public houses, the report stated that the results of a detailed inquiry show that 95 per cent of the population of Britain are satisfied with the 10 p. m. closing hour, and that in county boroughs, with a total population of 13,000,000, only four, with a population of 341,000, have found "special requirements" justifying an extension to 10:30 p. m.

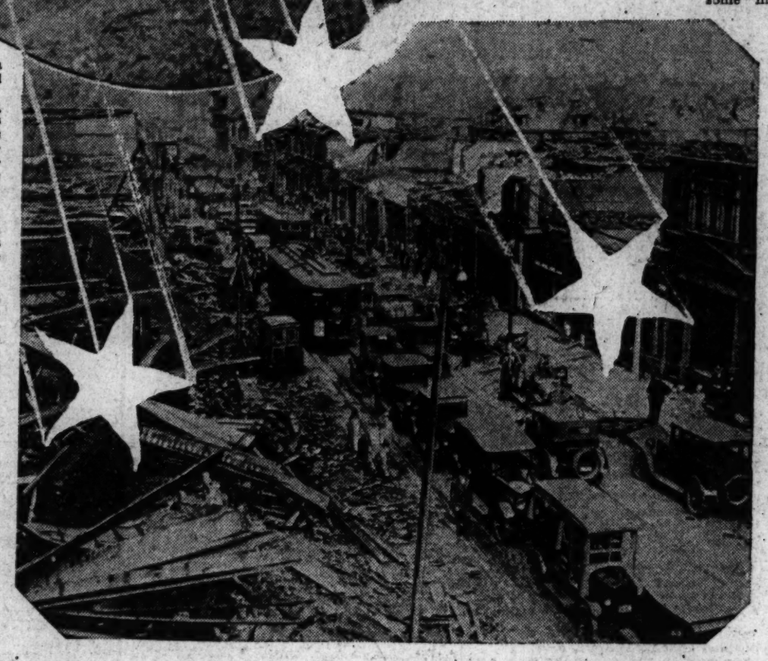
Centuries-Old Battle.

Mountain View, Ark., Jan. 26 (U.P.).—Mute evidence of a desperate battle between an Osage Indian and a black bear in which both were killed, was unearthed in a cave near here by a hunting party recently.

The bleached, broken bones, together with a 20-pound rock told graphically the story of the conflict which is believed to have occurred at least 200 years ago.

With none to watch, the Indian and the bear fought and struggled to a finish fight, far back in the cave which is located in the Ozark hills.

The brave crushed the bear's skull with the heavy stone, but not before he himself had received mortal wounds. He had suffered eight broken ribs, a crushed collar bone and a broken leg.



Wreckage of a St. Louis street after the 1928 tornado, which many scientists believe was due to unusual celestial activity during the yegr.

The serious illness of King George may be remembered in connection with this observation of the ancient English author.

THE BATTLE OF THE DICTIONARIES

CONTINUED FROM PAGE 5.

circles, in church circles, in scientific circles, in educational circles, and wiser than many, he made a special effort to visit with the printer of the little local newspaper, whom he taught to use the American language—Webster himself was a member of the Fourth Estate.

Four years after he began his American Dictionary he wrote in a letter to a friend, dated New Haven, Conn., February 12, 1811, "I am engaged in a work which gives me great pleasure, and the tracing of language through more than 20 dialects has opened a new and before unexplored field. I have within two years past made discoveries which, if ever published, must interest the literati of Europe, and render it necessary to revise all the lexicons—Hebrew, Greek, Latin—now used as classical books." Here alone was sufficient grounds to justify the War of 1812 had the English been aware of his discovery. Even so, Gen. Jackson must have beaten some of it into their noodles at New Orleans.

Scudder, in his Life of Webster, in the American Men of Letters series, says, in commenting on this humble lifer, "The ease with which Webster walked about the Jericho of English lexicography, blowing his trumpet of destruction, was an American ease, born of a sense that America was a continent and not a province. He transferred the capital of literature from London to Boston, or New York or Hartford. He was indifferent so long as it was in the United States. He thought Washington as good an authority on spelling as Dr. Johnson, and much better than King George. 'He made a Speller which has sown votes and muskets; he made alone a dictionary,' which has grown into a national encyclopedia."

And now we see Webster in the seventeenth year of his twenty years work on his American dictionary, as told by the same biographer, "In 1824, leaving his family he took with him a son and set out for Europe. He spent two months in Paris. * * * He was satisfied that he should work to better advantage in England. He went accordingly to Cambridge in the early fall and remained there until the following May, using the resources of the university and making such connections as he could, though he found rather barren sympathy from English scholars, and small encouragement from English publishers. His training and studies, moreover, were not such as to place him in very cordial relationship with Englishmen. * * * There is something in the whole undertaking and in the mode of execution which makes one by turns wonder at the splendid will and perseverance of this Yankee teacher. * * * One is disposed to laugh sardonically over this self-taught dictionary-maker, encamped in Cambridge, coolly pursuing his work of an American dictionary of the British language in the midst of all that traditional scholarship."

And Webster, his task finished—he made application for the American copyright April 14, 1828—wrote a letter to a friend describing his last days at Cambridge, from which this excerpt is taken: "When I finished my copy I was sitting at my table in Cambridge, England, January, 1825. When I arrived at that last word I was seized with a tremor that made it difficult to proceed. I, however, summoned up strength to finish the work, and then walking about the room, I soon recovered."

To the average man and woman of today Noah Webster is no more than a legend—at best, a "robot." To them his dictionary is only a catalogue of words, alphabetically arranged for convenient reference, and no more surging and insurgent history, no more romance in the building of it, than would be found in the life of the little red brick that became a part of the unpretentious schoolhouse by the roadside. And yet, if any one man ever had vision and the ability to realize it; if any one man ever impressed himself upon a people and a nation in the making in a manner that shall survive as long as their language survives, that man is Noah Webster.

When Cornwallis surrendered at Yorktown, Webster was writing his Grammatical Institute. It was published and in use before the treaty of peace was signed on September 3, 1783. That book was the basis of his later Speller, and it the forerunner of his dictionary. Thus Webster had enunciated—one could say, promulgated—his doctrine of an American language before we became articulate as a nation. Yes, of a verity, his doctrine was our second Declaration of Independence and Federal Constitution, written in one glorious war of words that he alone planned and maneuvered and brought to a successful conclusion against tremendous odds.

The Life Story of Princess Mary

CONTINUED FROM PAGE 4.

The afternoon program included a visit to the Anglo-Belgian hospital, staffed by English V. A. D.'s— with the exception of the two head nurses. There Princess Mary, owing to her own hospital training at Great Ormond street, was thoroughly at home. She astonished the staff by the real knowledge her questions revealed.

Some remarkable cures had been effected at this hospital and in these she was particularly interested, demanding full details and expressing her delight that men so injured and in some cases so badly disfigured could be not only cured, but made whole.

In the vicinity of the hospital Princess Mary encountered a private of the Eighteenth Hussars, of which Queen Mary is colonel in chief, with his arm in a sling. Stopping to speak to him, she said, "I hope your wound is not serious?"

"Not so serious as was the one from which I was suffering when last Queen Mary spoke to me," replied the man, with a smile.

Questioning him, the princess learned that he had been in one of the hospitals visited by her majesty in July, 1917.

Her sole companion on the trip, Lady Airlie, in describing the ten days spent in making the rounds of the hospitals in France, has put this upon record:

"However many hospitals her highness visited a day, she spoke to every single patient in them. Not a solitary one did she miss."

Only those who worked in those hospitals and knew of some of the ghastly cases which came in for treatment can possibly realise the strain that this entailed.

Guest List Quintupled.

Princess Mary's visit to the Anglo-Belgian Hospital at Etaples was only part of her crowded afternoon.

Before tea she held two receptions.

At the first there were to have been 40 V. A. D.'s to meet her, but the desire to see Princess Mary proved so strong that in addition to the 40 expected 200 presented themselves. At first Princess Mary seemed a little dismayed, but she made a speedy effort to overcome her shyness and did her utmost to greet everyone.

The second reception was of a more formal character and during the hour devoted to it there were presented to the princess hospital matrons and the heads of the chief clubs and canteens. To all of them she said a few words showing that she not only understood the kind of work for which they had been responsible, but fully appreciated its value.

In the evening a concert was given by members of the Rouen Q. M. A. A. C. As it would have been an impossibility to admit every member of the women's corps who wished to be present, the audience, numbering 650, had to be chosen from those with the best records.

"She's a Jolly Good Fellow."

No one present at that concert is likely to forget it. It was of the "popular" variety, opening with the chorus of a song then in high favor with London variety audiences, and continuing with the ditties, recitations and skits common to such performances. All of it appeared to interest and amuse Princess Mary, to whom such a program was something of a novelty.

Before the concert opened the deputy comptroller asked her royal highness if she would address the girls. Princess Mary, who has never been fond of public speaking, at first was inclined to hesitate, but on the deputy comptroller telling her of the great pleasure it would give to her audience she gave way and agreed to speak to the girls.

At the end of the concert Princess Mary mounted the platform and Miss Davy, chief comptroller, introduced her formally to the girls and announced that they had begged her to ask their royal visitor to take a message of loyal affection back to her majesty, who was their commandant in chief.

Princess Mary's reply was brief, but sincere. She thanked the girls for their warm welcome and promised to deliver the message as soon as she returned to England.

The conclusion of her speech was the signal for wild outbursts of cheering, but the girls were not content with this, for, to the princess's evident surprise, with one accord they burst into song. They chorused "for she's a jolly good fellow" to such effect that the commandant eventually had to silence them.

Named Terrier "Happy."

Her royal highness was obviously touched by the spontaneity of this tribute and, repeatedly bowed her acknowledgments.

Leaving the concert hall the princess caught sight of a Q. M. A. A. C. carrying in her arms a small terrier—one of those four-footed waifs which were common in the war-devastated regions of France and Belgium. Beckoning to the girl the princess, caressing the dog, asked his history. It had none. Its name? That also was lacking.

"Perhaps your royal highness would be so kind as to suggest one?" said the girl shyly.

"Certainly," answered the princess, "Call him 'Happy' after a favorite terrier I once knew."

And "Happy" the dog became for the rest of his life.

Though by that time the evening was well advanced there were more presentations to be made before the princess could retire. She shook hands cordially with all the administrators in the area, and then returned to her hotel for the rest she certainly needed after so strenuous a day.

Visited Canadian Hospital.

On Saturday Princess Mary motored to Trouville and spent some hours at the Canadian Convalescent Home for Officers, lunched at the V. A. D. Club and then inspected several convalescent clubs and the St. Johns Brigade Hospital. At the latter she had presented to her a nurse whom she immediately recognized as having been at the Star and Garter Hospital at Richmond. Chatting for some minutes the princess asked after several of the patients whose disabilities had particularly impressed her, inquiring specially after her one-time glove cleaner.

During the day there were presented to her royal highness, Gen. Birchall, D. G. M. S.; Gen. Hickson, base commandant and D. D. M. S., and Dame Maud McCarthy. After another full day the princess retired for the night to the room prepared for her at the V. A. D. motor convoy camp.

Sunday had been left free from arrangements as it was felt that Princess Mary [illegible] need a rest. But as she drove to Rouen that day, arriving about noon, she decided that she could utilize her free afternoon for a further tour of the city.

Princess Mary and her brother, the Prince of Wales, have much in common. One characteristic in which there is a marked similarity is in their untiring energy. Upon his tours it is an open secret that the prince often tires out his suite and is still fresh when his fatigued staff are longing for bed.

Such was the case with Princess Mary. She explored and inspected, hurried up one street and down another, visited this church and passed eagerly into that, hastening from one place of interest to another, pausing only to ask questions of her guide, until the growing darkness put an end to her activities and she was forced to return to her hotel.

Here at a quiet dinner she entertained certain members of the V. A. D. and Q. M. A. A. C. to whom she afterward presented signed photographs of herself as souvenirs of the occasion.

(To Be Continued.)

WHAT'S TO BECOME OF MARRIAGE?

An Answer from W. SOMERSET MAUGHAM

Distinguished ENGLISH WRITER



Alimony Laws Were Framed to Protect Dependent Women of a Generation Ago, but Modern Self-Supporting Women Continue to Collect a Large Portion of Their Estranged Spouses' Pay—She Shouts Equality, but Wants All Her Old Privileges

By LILLIAN G. GENN

SO many problems and complexities face traditional marriage today that one may well wonder what the future will hold in store for that ancient and venerable institution. Will it gradually pass out? Or will it be able to withstand the assaults that are being made with increasing vigor? When one views on all sides the easy floundering of the good ship Matrimony, one naturally begins to speculate as to prospects it has of making port at all—that is, with the same helmsmen on board.

Certainly it would be interesting to know what so acute a student of human psychology as W. Somerset Maugham, who is considered one of the foremost literary artists of our time, would have to say on the subject.

The writer was here on one of his frequent visits to America. Although he makes his home in England, in reality he lives everywhere. There is hardly a country in which he has not lived and absorbed its people and customs. He is a man of about medium height, broad-shouldered, with a handsome face deeply tanned from his many travels throughout the world. He presents the distinguished, sophisticated appearance that one somehow expects of him. He has a deep, rich voice, free from the usual English inflections, and he speaks with an occasional stammer.

* * * *

DROPPING comfortably into a deep lounge chair nearby, he lighted his pipe and thoughtfully discussed the question as to the future of marriage which the interviewer put to him.

"The subject is a profound one," he began. "I imagine that many, many books could be written on the subject, and we would still arrive at no definite conclusion. For marriage is fluid. It is changing all the time. That is why it is difficult to foretell what its future will be.

Divorce to Increase

IT IS only a question of time, says W. Somerset Maugham, the distinguished English writer, when man and woman will be equal before the law in matters of alimony, etc.

Marriage will become purely a civil contract which each person will easily be able to terminate.

If any one thinks we have too many divorces today, he can be prepared to see the number doubling as the years go on.

In the future we will see courses in matrimony in our schools, for marriage is a profession and people must learn all they can about it.

Also, in the future, perhaps, we will consider it ridiculous for any one under the age of 25 to marry.

When the immature wed they do not know their own minds. As a result, the sex instinct is quickly exhausted and they find they have nothing in common to hold them together. A child is not even a sufficient bond.

"What has caused a good deal of the chaos today is the changed position of woman, which in turn has altered her status in the marriage relationship. As soon as she won her economic independence and man could no longer dictate to her, it was only natural that she should begin to demand more of marriage and look at it with different eyes. She wants to get out of it all that she can. And today," said Mr Maugham with a twinkle in his eyes, "it is woman who gets the best of the bargain. She not only claims the advantages that she received when she was a chattel and needed the law to protect her, but she has added as well the power and freedom that her independence has given her.

"Take alimony as an example. Formerly when a woman was divorced or separated from her husband she had no means of earning a livelihood and so the law had to force the man to provide for her. But today, unless the woman has children, she does not need alimony. Yet there are women who have done nothing at all to deserve it or who marry just to get the alimony and the man has to pay it. He is helpless. Isn't it unfair for woman to insist upon equality in all things, but when it comes to the law to want her old privileges even when she is not in the least entitled to them?

"However, I feel it is only a question of time when man and woman will be equal before the law. It may be that even women themselves will insist upon this change, and the marriage of the future will be, from a legal standpoint, a more equal and a more fair arrangement than it is today.

"As for the other aspects, a great many changes will doubtless take place. I think that marriage will become purely a civil contract, which either party will be able to terminate easily."

"Then you believe that we will gradually come to adopt Russia's arrangement?" Mr. Maugham was questioned.

"Not exactly," he replied. "I think that there they can terminate their marriages on no grounds whatever. The husband may be bored or the wife imagine that she likes some one else and he or she can immediately procure a divorce, even if they have only just been married. That would not be a very ideal condition, nor would it benefit society.

"What I mean is that when a husband or wife has substantial grounds for divorce, after at least a year of marriage, that they will be able to terminate it with no more difficulty than it required to marry them. After all, one doesn't expect business partners to endure each other if they can not get along, so why should one expect it of marriage partners?"

"BUT," the interviewer ventured, "in that event we can not look for a decrease in the number of divorces."

"No," smiled the author. "And if any one thinks we have many divorces today, he can be prepared to see the number doubling as the years go on. Hereafter we will have to expect divorce very much as we do marriage. For unless we make the exit as easy as the entrance, we are going to have the situation where people will not be inclined to marry at all. They will seek their experiences without the sanction of marriage. This is no less true of the woman than of the man. With her economic freedom, her enjoyment of the single standard and her knowledge of contraception, marriage is not as alluring as it used to be. If she feels that should she enter marriage and find she had made a mistake she will have to suffer the rest of her life for it, she will naturally be wary of marrying.

"After all, we have only one life to live, and we want to get the most out of it. If people are going to regard marriage as a trap, they will do what they can to avoid it. And you can't blame them. That is why I hope the future will see marriage a more free relationship than it is now and one that may be easily severed."

"But won't that rob marriage of some of its sanctity?" he was asked.

"No, because there can be no sanctity about a marriage in which either of the parties finds the relationship intolerable. When two persons live together merely because they can not find a way to get rid of each other, that marriage has lost its sanctity. To my mind, it is akin to legal prostitution. If the relationship is to be sacred at all, it must be gladly and willingly upheld by both husband and wife.

"The whole trouble is that we have sentimentalized marriage. It has become the one and glorious ideal—to go through life with the person we have wedded until the very end, no matter how much suffering, misery and unhappiness it may entail. But that is wrong and we are beginning to see that today. Isn't the more idealistic, and certainly more sacred, marriage the one to which husband and wife contribute everything because of their love and devotion? A marriage union should be an honest union and not one that chains the people who enter into it.

"Men and women have already become so individualistic that they will not tolerate any relationship which thwarts their growth or smothers their chances for happiness. They want to live their lives to the fullest; and if marriage does not foster their development, they will terminate it.

"On the other hand, I don't want to create the impression that this sort of relationship will make for matrimonial bliss either," smiled Mr. Maugham. "That is another sentiment on our part. Marriage means self-sacrifice and responsibility, and unless people are prepared for both they should not marry. I think the French people show more common sense about marriage than any other nation. They know that marriage is for companionship and for the purposes of founding a family. They do not rush into it to gratify their natural instincts and when those have flickered out try to build a substantial relationship out of the remains. When we stop entertaining silly ideas about marriage we will then have at least a greater chance for happiness than we now have.

"Marriage is a profession, and people must make the effort to learn all they can about it, the same as they would any other profession. I think that the future will see courses in matrimony in our schools. It is nothing short of absurd to expect two persons to play the game with any degree of intelligence when they are not at all equipped for it. Any physician can tell you that many of the maladjustments in marriage are due to sheer ignorance."

* * * *

IT may be of interest to relate here that W. Somerset Maugham himself was a physician before he embarked on a career as a novelist and playwright. As a youngster he never showed any strong literary proclivities. He was sent to King's School, Canterbury, and from there he went to Heidelberg University. He then studied medicine at St. Thomas' Hospital, located near Lambeth, one of the slums of London. He practiced for a while, and his contact with all sorts of people and cases stimulated him to write a book based on his experiences. This was "Lisa of Lambeth," a study of slum life, which was so stark a piece of realism that it shocked England. Financially the book was a failure, but it at least served to encourage Maugham to turn to writing as a career. He wrote several novels and plays, but he did not realize any real success until his play, "Lady Frederick" was produced. It made an immediate hit in London and Maugham was besieged on all sides for plays. He had three more in his trunk which had been rejected, and these he now easily sold. They were "Jack Straw," "Mrs. Dot" and "The Explorer," and they likewise found quick favor with the public. All four plays ran in London at the same time, and he is, perhaps, the only playwright since Oscar Wilde who ever enjoyed such an honor.

However, it is not only his plays which have made him universally known. On the contrary, he is essentially a novelist, and had he written nothing else but "Of Human Bondage" he would have made his reputation in the literary world.

In all of his writings one can see the mark of his physician's training by the infinite patience with which he observes, by his quick power of diagnosis and by the fact that no detail seems to escape him. Naturally, since nothing affects the lives of human beings so much as the marriage relationship, Mr. Maugham has made more than a casual study of this great problem.

It is his belief that the majority of unhappy marriages are contracted by those who are too young and too immature to go into marriage.

* * * *

"ONLY those who are capable of judgment, who know life and whose characters are formed should marry," he said. "Those who marry when too young do not know their own minds. Consequently, the sex interest is soon exhausted and they find they have nothing to hold them together. Not even a child is a sufficient bond. When they marry later, sex is likely to be only one factor. They will look for other important things before they venture to choose a mate. Since they have passed through the first flush of exciting youth, they can settle down to a marriage of reason—one where they will be joined together by a community of interests. If, like the French, they marry without a strong love interest, so much the better. For love is exacting and makes too many demands of one. When one is not terribly in love with a person but likes him and gets along well with him, one will not expect too much of him.

"Perhaps in the future we will consider it ridiculous for any one under the age of 25 to marry. On the other hand, since the sex instinct is a strong one and youth is naturally impulsive, we may come to adopt trial marriage. That is, there will be a preliminary stage before the marriage becomes final.

"This is as yet considered quite radical, but what is radical today may become the accepted thing tomorrow. This is particularly true of America. Here life moves so swiftly that the passing of only a few years sees amazing changes. I made my first visit to this country just twenty years ago, and although I have been here many times since, the changes in American life since that first visit have been simply tremendous. Who knows, therefore, what even the next twenty years will bring forth in the marriage situation in America?

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THE LOG OF BOB BARTLETT

CONTINUED FROM PAGE 4.

from the trading post, so we had the banquet after all.

As the season was getting later and more dangerous all the time, we hove up anchor the next day. We were now burning wood and seal oil and blubber to make steam with. The wood was green but with the blubber it served us well. We ran about 100 miles, then had to stop in again and get some more wood. Also we chopped some out of the between deck passages of the ship.

A curious accident happened near Hopedale. I thought everything had happened that possibly could to delay our getting home. But another gale broke as we were about to enter Windy Tickle. I had only one chart of the place. A terrific gust of wind struck us just as I was trying to pick out my landmark from the sheet and swept it overboard. I stopped the ship and lowered a boat. It was a case of life and death. Without the chart it would have been very easy to lose the ship then and there. We could see the white paper floating for some minutes. But before the boat got to it, it sank. There was only one thing to do; we went on without a chart. Providence guided us into Hopedale.

At Hopedale we got some more wood and blubber. I wish I could repeat some of the things that our engineer said about keeping up steam with that kind of fuel. But I am afraid this printed page would go up in smoke if I did.

We reached Battle Harbor on November 2. Ordinarily we should have passed this point in September. The nights were pitch dark and the weather almost continuously bad. There was always something coming down out of the sky, either rain or sleet or snow. There are no more dangerous waters in the world to navigate in bad weather than those of the Labrador. At Battle Harbor our anchor carried away owing to the heavy strain put on it by the gale. Luckily the agent there loaned us some chain which we ran out to [illegible]ka. Once more we were saved by pure luck.

There is a lot more to tell of the same sort of misery. It was one storm after another, and always the terrible anxiety of our fifth rudder which we kept on patching up; not to speak of the wretched condition of the Roosevelt's bottom. But there is no use prolonging the yarn because it was all exactly the same; just one narrow shave after another, and interminable hours of hard labor.

At Sydney we finally got some coal. We took on 250 tons. It began to look how as if our troubles were all over. But going through St. Peter Canal in thick weather I ran the Roosevelt into a fence which was built down into the water, and jammed her nose hard and fast into the bank. This happened because our rudder could not operate fast enough to let us maneuver in narrow waters. I remember a girl was milking a cow behind the fence. When she saw the Roosevelt headed straight for her she grabbed the stool on which she was sitting and dashed screaming up the hill. The cow galloped after her. The poor old Roosevelt, as well as ourselves, was ready for the insane asylum or the dump heap.

On Christmas Eve at 6 p. m. we finally anchored in the North River. As the chain rattled over the side Peary turned and silently gripped my hand. We were too numb from all our experiences really to appreciate our escape. I just went down and climbed in my bunk and passed off into a beautiful unconsciousness. Next morning Mr. Herbert Bridgman came aboard early and shouted down the hatch: "Merry Christmas, Bob."

After Mr Bridgman came aboard we called on Mr Jessup at his home in Madison avenue. When we got up to go he placed a $20 gold piece in my hand. I looked on this as a token of good luck since we had just escaped from a long series of perils. So I have kept that $20 gold piece ever since, though many a time it would have bought me a good meal when I needed one.

(Copyright, 1929.)

(To Be Continued.)

BEAUTY and YOU By VIOLA PARIS

HEALTH—AN ESSENTIAL OF BEAUTY

THERE are certainly many different and diverse ways of reaching the same point in this pursuit of youth and beauty! I met a friend for luncheon the other day who is probably the thinnest person in the world and, when she took up the menu to order, she studied it very seriously and said, "I'm dieting, you know."

"The only thing I know is that you must be quite mad," I told her thinking of her 107 pounds; but, when she gave her order, I began to reconsider her sanity, for her luncheon consisted of cream of chicken soup with rice, a lamb chop with spinach, and a vegetable salad. 'And bring gluten bread; please, with two large pieces of fresh butter," she concluded—adding to me, "I'd adore to order clam broth, but it is clear and wouldn't be right."

"Will you please tell me just what this is all about?" I demanded. "I thought that you liked to be thin, in the first place, but, if you are trying to get fat, why are you ordering gluten bread?" Whereupon she gave me such an entertaining explanation that I am putting it down here in detail, because it seems to me to solve a problem with which many of us have to contend, but haven't any idea how to proceed against.



The girl who has taken the trouble to build herself up properly will not have ugly hollows and will be able to survey herself in her mirror with satisfaction.

The Habit of Thinness.

"This really all started because I was getting so terribly homely," my dieting friend explained. "Every time I looked in the mirror I looked worse! I had lines around my eyes and shadows underneath them. My skin was like leather, and any makeup I put on it stood out like a flashing sunset. And I have such delightfully frank friends that they kept telling me how deadly I looked! Incidentally, I felt perfectly wretched and kept getting thinner but I am so used to being like a beanstalk and to feeling tired half the time anyway that it didn't bother me, and I never thought of going to a doctor except as a last resort. But, after I had had two hours of earnest conversation with my doctor, I found that I was an interesting case, no less, and an excellent example of a type that is becoming more and more prevalent.

The Kind of Food.

"You see, I have always had a perfectly wretched digestive system—one of the things that you don't mention as a polite topic of conversation, but, when you mention it, you are amazed to find how many fellow-sufferers you have! And, as food hasn't much interest for me in general, my theory has been to eat just as little as possible. My doctor said that there are a great many women and girls, especially those in business or who are under some nervous strain, who have poor digestions and who think that they are simplifying things by half-starving themselves, whereas they are really doing the very worst thing possible. This doctor was especially bitter about the 'soda-fountain lunch,' when a sandwich, a cup of tea and a piece of cake are eaten in a hurried few moments. Of course, any one knows that, to build yourself up, you need a nourishing diet, but the point for people like me is to have a diet, still nourishing and substantial, but which will not put any strain upon the digestive process. Contrary to the belief of unthinking persons, such as I was before I saw the light, a reasonable amount of food, of the proper kind, of course, does not make congestion, but forces the muscles in the digestive apparatus to get busy and perform properly. Therefore, this diet of mine specifies three good meals a day, and means three good meals, too!

Three Square Meals.

"For breakfast, I have to eat fruit and cereal with cream, an egg and cereal coffee; and for luncheon, a substantial entree instead of the beloved sandwich, and other things beside. I loathed it at first, but now I eat straight through what I formerly should have considered a regular banquet—and enjoy it! In the middle of the morning and afternoon, I have crackers and milk, with a little sugar, and I must consume a half-pint of cream every day and a 1-inch square of butter, preferably sweet, with every meal. For dinner, I order as much as I can eat of the things that I am supposed to, and they are so many that I never have to worry. I eat all soups except the clear ones, which are a waste as far as nourishment is concerned, and any sort of meat and fish and vegetables, as many as I can stand, with special emphasis on corn, spinach and string beans, which are even better if they are cooked with butter. Apples and prunes are the best fruits, and figs, dates, raisins and oranges, after those; potatoes, of course, and honey, syrup, jams and nuts are recommended. In fact, the only things that are definitely to be avoided are hot breads, cocoa, chocolate and tea—those most emphatically—blackberries, huckleberries, strawberries, cheese and fermented beverages, none of which are much of a hardship for me.

"Of course, my regimen doesn't stop with what I am supposed to eat. There are things to do to stimulate the appetite and regulate the muscular action and what not, but they are so simple that you can't find any objection to doing them. I am supposed to walk 20 blocks every day—forty, if possible. I walk back and forth to the office and try to do a little walking at noon. Then, there should be some other exercise, such as riding or swimming. Gymnastic dancing will do, but not dancing all night at a night club, because, especially when you start on this regimen, regular hours are important. I have been in bed every other night this month by 10 o'clock, and I try to be careful even about the other nights.

Exercise for Health.

"In the morning, I take some exercises—setting-up exercises for the stomach, so to speak, deep abdominal breathing and trunk rolling and bending backward and sideward. After the exercises, I take a shower hot and cold, then hot again, and very cold. It makes me feel marvelously, and, for the first time in my life, really look forward to breakfast.

"I have to drink a glass of water as soon as I get up and before I go to bed, and between meals and during the evening. All of it is so utterly simple, once you get in the habit of doing it! I honestly don't mind anything about the whole business, and I feel like a new person, and I think I look like one. In fact, if I keep on at this rate, I expect to surpass Fanny Ward in appearing a mere 17 when I am her age!"

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MEET THE MISSES!

By JACK WILHELM



The MARRIED LIFE of HELEN and WARREN

By MABEL HERBERT URNER

Creator of the "Helen and Warren" Characters.

Warren's Treasured Tobacco Pouch Doomed by a Theater Tangle

"DEAR, that greasy old tobacco pouch! Why WON'T you use your new one?"

"Now, this suits me," Warren lazily filling his after-dinner pipe.

"If you knew how it looks!" persisted Helen. "And leaks tobacco in all your pockets. You need a new wallet, too. That shabby old——"

"Here, cut the chinnin' and get ready. Takes you all night to slick up. You're so darn keen about this show—might as well get there for the take-off."

"I won't be long," folding her napkin. "Oh, I must tell Emma to make muffins for breakfast. Something's wrong with that waffle iron."

Out to the kitchen. Giving hurried instructions about the bran muffins.

Then to her own room. All ready except her gown. No, not the chartreuse chiffon—since Warren wouldn't dress. Her bronze velvet less formal.

Wondering where their seats were. Warren always got the best. But for Desert Drums—the house sold out for weeks.

Slipping into the bronze velvet when the telephone outshrilled the radio quartet.

"Dear, you answer," calling from the door. "If it's Mrs. Dalton say we're just on our way out. She talks forever——"

Warren's muffled rumble from the library. "Who was it?" fastening her topaz brooch when he strode in.

"Carrie," nonchalantly. "They're driving in tonight—coming up."

"Tonight?" whirling from the mirror. "Not TONIGHT?"

"Why not?" coolly puffing his pipe.

"We're going to the theater! You don't mean you——"

"Now dial off!" lounging against the door. "Nothing to get all fussed about. That play'll run for a year. Plenty of time to see it."

"There'll be plenty of time to see Carrie!" flamingly. "Oh, how COULD you?"

"Now Carrie hasn't been here since they got back from Florida. First chance she's had—wasn't going to tell her not to come."

Helen dropping on the bed—struggling for self-control.

A trying week—the need for relaxation. Looking forward to this play——

But now—this! Not as if he hadn't seen Carrie—out there last Sunday.

Of course, she wouldn't ask if it was convenient! Just say she was coming.

"Dear, call her back," pleadingly. "Tell her we're going to see Desert Drums—that we've got the tickets! Say you forgot——"

"I'll do nothing of the sort!" savagely. "Not taking back my invitations."

"Not to your sister!" tremulously, pulling at the candlewick bedspread. "Only to me—but of course I don't count."

"Enough of that!" his banging fist clattered her dressing-table silver. "You've always got it in for Carrie—some row every time she comes. Now I don't want to hear any more about it!"

No use protesting further. Only provoke a real quarrel. And Carrie sure to sense a hostile atmosphere—seize the chance to put her in the wrong.

"Very well," achieving a forced calm. "But what shall we do with the tickets? It's a shame to waste them."

"Give 'em away," he grumped, stalking out. "Elevator boy."

Orchestra seats for Desert Drums—to the elevator boy! But who else? So late to call any one—such short notice——

Mrs. Morley! A way to return that matinee party.

Darting into the library. Shutting off the Holdit Hairpin Harmonizers. Calling the upstairs apartment.

"Mrs. Morley? . . . This is Mrs. Curtis. Are you doing anything this evening? . . . Have you seen Desert Drums? We've two tickets . . . No, Mr. Curtis's sister just phoned they're coming in . . . I'll send them right up . . . Oh, not at all."

"The Morleys going? Good!" Fumbling in his vest pocket, Warren tossed over the familiar envelope.

Scanning the tickets, Helen hurried out to the hall. Orchestra, G6 and 8.

Ringing for the elevator. A self-pitying lump in her throat. Uncheered by the boy's white-toothed grin.

"Take these up to Mrs. Morley," plaintively. "Right away, please."

Back to her room. Brushing a fleck of powder from her velvet dress. Buffing her nails. Carrie so critical—no detail escaped her sharp notice.

Then dropping dejectedly on the window-seat. Gazing down on the light-glowed street.

A stream of cars and taxis—rolling theaterward. Every one off for a festive evening.

The glamor and oblivion of the play——

Chimes from the hall clock—quarter of. They would have started at 8.

Now instead—a long evening of Carrie! Always that sick dread of her supercilious sister-in-law.

And of course still talking about Florida! That topic would be featured for months. Trivial details instructively related.

Checking her futile brooding, Helen hurried into the library. Everything must be in order. Straightening about for Carrie's scrutiny.

"What's that striking? Eight?" Warren casually turning his paper. "Guess they can't make it before 8:30."

No attempt at apology. No thought of her disappointment. Considering only Carrie.

Blinking back the hot tears as she turned on all the lamps.

Those roses on the piano—taking out the wilted ones. Picking up the petals.

"Warren, don't throw your papers on the floor! It upsets the whole place."

"Now never mind the stage setting. Place looks all right. Stop stewing around and fix some grub. What can you rustle up?"

"I suppose I'll have to make some sandwiches," a mental inventory of the emergency shelf.

"Huh, why the martyred air?" he snorted. "Not much of a job to slap together a few sandwiches. Carrie only comes once in a blue moon."

Hardly a week that she didn't drive in! But no use launching an argument.

Starting kitchenward with the to-be-emptied wastebasket—Pussy Purr-Mew trotting hopefully ahead. At the door when the telephone rang.

Warren dropping his paper. Crossing to answer.

"Yes? * * * Jove, that's a shame. I'm darn sorry. * * * Well, make it some time soon. * * * Next week? Yes, just give us a ring. * * * Fine! So long."

Then as he slammed up the receiver.

"It's all off. They can't come."

"Can't come!" hysterically.

"The Wells dropped in as they were starting," sinking back in his armchair. "Couldn't get away. Why the glum mug? Weren't so all-fired anxious to see her."

"Warren, I'm simply furious!" dropping the wastebasket. "We could've gone to the theater after all!"

"Well, why the uproar? Get your lid. We can make it yet."

"But we haven't the tickets! You know I sent them to the Morleys."

"That's right! That's a hot one," a callous grin.

"It's not at all funny. Our whole evening spoiled—for nothing!"

"Huh, needn't get so tragic. The play'll keep. We'll go next week."

"But it's all so unnecessary! Oh, don't you see—— No, you wouldn't!" quiveringly. "You never think of me. You never care how you disappoint me——"

"Well, maybe you did get a raw deal, Kitten. Never mind," picking up his paper. "I'll make it up to you somehow."

Helen turned away. Afraid she would cry if she talked.

"See here, kitten, I'm darn sorry things panned out like this," with guilty persistence. "Anything I can do to square it?"

Instantly mollified. His retractions so rare. Since he was sorry—willing to atone——

Let it go—be generous! Nothing she really wanted, anyway.

Then as he took out his pipe—a leaping inspiration.

"Yes, there is something you can do!"

"Eh? Well, what is it? Spill the penalty."

"That old tobacco pouch—throw it away!"

"Huh, might've known you'd pick on that!" a rueful glance at his age-blackened treasure. Then, with a good-humored grin. "Got me this time! All right, you win. Trot out that fancy eyesore you bought."

Helen darting to the bedroom. Eagerly rummaging in his glove-and-handkerchief drawer. Unearthing the new suede pouch—still in its tissue-padded box.

"Here, dear," flying back to the library. "Fill it right now!"

Sliding the zipper lock. Holding it open while Warren poured in the tobacco. Then snatching the old pouch, gleefully she tossed it into the wastebasket.

"It's almost worth the disappointment to get rid of that! I've been loathing it for months. Now if you'd only get new wallet! That awful thing——"

"Gunnin' for the wallet now, eh?" reluctantly drawing it out. "What's wrong with that? Good roomy one—holds a lot. Good leather, too—got that in London."

"How long ago? It's disgracefully shabby! I'll get you a wonderful one—if you'll carry it——"

"A note for you, ma'am," the maid appeared at the door.

From Mrs. Morley. To thank her for the tickets? Slitting the envelope.

"So dear of you to send these! We would have loved to go. But just now—as we were about to leave—Mr. Morley broke his glasses! And he's so near-sighted. He can't see the stage without them.

"I hope it isn't too late to get some-one to use the tickets."

"Dear, we're going—we're going!" dancing excitement. "Hurry! Here are the tickets."

"What's that?" reaching for the note. "Aren't the Morleys——"

"No, no—don't stop now! Read it in the taxi," dashing before him into the bedroom. "Oh, can we make it? Won't we be dreadfully late?"

"Quarter after," pocketing the salvaged tickets. "Won't miss much. But what's happened, anyway? Why the——"

"Mr. Morley broke his glasses," pulling on her hat, she flew to the hall. "Oh, hurry—hurry! Here's your coat—— Wasn't that lucky?"

"Huh, not for him—nor me either! Made me ditch my tobacco pouch. Darn good one, too! Well, I can still diz it out of the wastebasket. What's that? Now, don't hit the ceiling. I'll cave up the pouch—you wormed that out of me," snatching his stick. "But fat chance of pryin' me loose from that wallet!"

(Copyright, 1929.)

Next Week—A Midnight Melodrama.

Afterwards

by Edgar A. Guest

These things for all are sure to be,
Things each shall own and never see.
Things man and woman, young or gray,
Shall have and keep and take away;
Yet owning them, ne'er young nor old
These last possessions shall behold.
No eye shall see the roses red
Sent in love's name when life has fled,
Nor view the casket, cushioned deep,
Wherein the body long must sleep.

These words no ear shall ever hear:
The praises spoken at the bier;
The prayer, the litany that's said
And all the ritual for the dead.
Vain then is beauty to the eye;
Vain then the softly uttered sigh
If love from foolish pride or fear
Withheld the praise the friend could hear;
Then vain are all the praises said
Within the presence of the dead.

If but the dead could talk once more
To us who seek the crepe-trimmed door,
I fancy they would smile and say:
"We have no need of pomp today.
Give to the living all your care,
Befriend the ones who need you there,
And let your love wide-opened be
To those who still can hear and see.
Beautify life for those who live;
God to the dead His care will give."



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The Junior Post.

SECTION OF THE WASHINGTON POST

WASHINGTON, D. C., JANUARY 27, 1929.

PREPARE FOR THE INAUGURATION ISSUE, MARCH 3rd

It Offers a Matchless Opportunity For Research, Writing and Drawing

Dear Post Boys and Girls—On the fourth of March a new President of the United States will be inaugurated and all the boys and girls of Washington will be interested. Many of you will journey up to the United States Capitol or secure a place of vantage along the line of parade to see the new President and Mrs. Herbert Hoover ride by and to wave farewell to the outgoing President and Mrs. Calvin Coolidge.

We who live in Washington are very fortunate, for all we will have to do is to walk or ride down street and be able to see the sights which other men, women and children come from long distances to see.

Now is the time to think about other Presidents and other inaugurations and to learn about them. George Washington's inauguration was probably the most interesting and, while fewer people witnessed it, it was a most solemn occasion for it marked the actual setting in motion of a free government by a free people. This, of course, was in New York as that was then the Capital of the Nation.

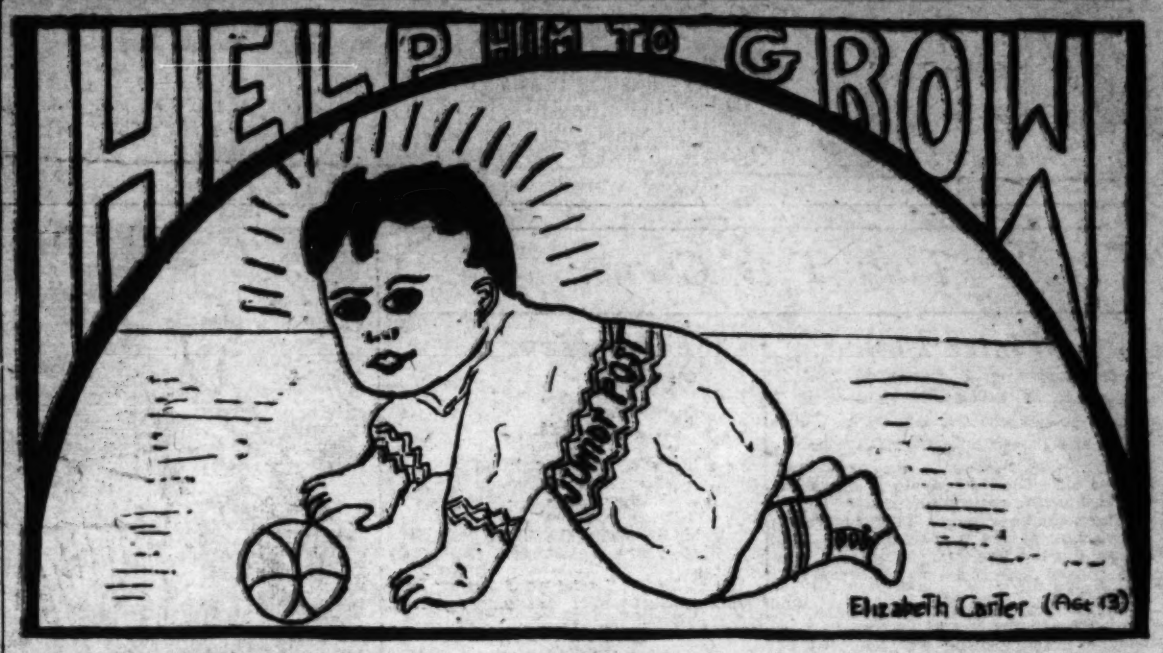
The editor is very anxious for the writers, poets and artists of The Junior Post to learn the art of research and to read and study before they write on historical matters. We have had some compliments recently on our special numbers like those for Christmas and New Year. We know we will be praised for our Lincoln and George Washington numbers, for already we have some splendid material sent in by youthful contributors for them. But we want a perfectly wonderful number for Inauguration, Sunday, March 3, for we will be entertaining people from all over the country and perhaps the world. All the people who live in Washington, even the boys and girls, will be hosts. These strangers will look at our newspapers as well as our streets and parks and other points of interest. We want them to go home and talk about The Junior Post and what fine young writers and artists we have in the Nation's Capital.

So hurry and find out all you can about other inaugurations and write and draw for the Inauguration edition of The Junior Post. Be sure of your facts. Remember that many people, who read what you write, will want accurate information.

Of course, the artists will get very busy and send in strips and cartoons and pictures relative to inaugurations and the places in our city that figure in them. Our cartoonists are displaying so much cleverness that we know we will receive much good work for this edition. Remember for this, and for all other editions of The Junior Post the cartoons may be witty and full of fun, but must be kindly ones.

Since we are to have so many visitors in Washington the boys and girls of The Junior Post we hope will make a great effort to give these strangers a warm welcome. Be courteous and willing and ready to make them feel at home whether you meet them on the street or at your own or neighbors homes. Of course, we must make an effort to keep our city clean all the time for that is an important part of good citizenship, but when so many extra people are in the city we must make an extra effort and thus help the authorities.

EDITOR JUNIOR POST.



Drying Tom's Tears.

Tom was a poor little orphan boy about 9 years old. His father died when he was a baby and his mother took in washing for a living. Tom sold magazines to help her.

One day his school teacher said to the class: "Every pupil must get a history book, and if any pupil fails to get it in a week he will be sent home."

Poor Tom had no dollar to spend for the book, and when a week passed his teacher sent him home to stay until he got one. This nearly broke Tom's heart, and some boys passing by his home heard him crying. "Why are you crying?" they asked him. "Because I have no money with which to buy the book." The boys thought a minute, then one of them said: "Why don't you write to The Junior Post and sell it a story?"

This suggestion caused Tom to dry his eyes and thank the boy who made it. When his little friends had left him, he went to his room and wrote a story which was so good that The Junior Post gave him $1 as a prize. With this money he bought the history book and returned to school and was the happiest boy there.

SUSAN BARBEE (age 11).
2198 California street northwest.

The Storm.

The angry waves lashed upward
With a fury unsurpassed,
And the lightning tore the sky in bits,
While the thunder roared and crashed.

Overhead the seagulls screamed,
As the spray dashed high and free,
And the low, black clouds poured out their rain,
While the storm winds howled with glee.

But when the storm had spent itself
And only the mists were alight,
A mellow gold moon crept high in the sky
Trailing the soft twilight.

DOROTHY WARD.
1865 H street northwest.

The Fortunate Boy.

One day Jim went outside with nothing to do. The children called him "dumbbell." He was 11 years old and in the fourth grade.

He had no parents, but lived with his grandmother. She was very poor, and they could hardly support themselves. Jim tried many a time to get a job, but in vain.

As Jim was walking he saw a man go into a street car. This man dropped some papers. Jim ran over, got the papers, but it was too late now, for the man had left. Jim picked them up, read them over.

The next day he went down to the court near his house. He handed the judge these papers he found. The judge read the papers and handed Jim a check. It was for $100 dollars. These papers were the clue to "Nevada Jim," the greatest murderer in the State of Nevada.

Jim bought a book and he studied so hard he made up what he lost.

When Jim grew big he was a very great poet and story writer. He wrote many of his experiences. Then his grandmother was never poor again and in need.

AARON L. HERSCH (age 11.)



Good Deeds Always Count.

Margaret was walking home from school one day on a crisp afternoon and was discussing with some of her friends the happening in the club to which they belonged. Margaret noticed an old lady walking the opposite way with a heavy bag of groceries weighing her down.

Margaret turned to the group of girls around her and told them she was going back for something. But to their surprise they soon saw the "something" was a lovely lady who was very old and who couldn't carry her bag any farther.

So that was what Margaret had gone back for.

The girls discussed whether or not they should wait for Margaret. They decided they would not. But Betty waited.

About fifteen minutes later Margaret came toward Betty with a victorious smile and beaming with delight.

When Betty asked if she had carried the package all the way to the lady's house, Margaret replied, "Yes, and she turned out to be the mother of our scout leader and she gave me a community service badge, for she told me she had been watching me for three weeks. The best is to come; she is going to give you yours, too!"

Betty and Margaret related the experience to Betty's aunt, who smiled, saying, "After all, kindness pays in the end, doesn't it girls?" To which they readily agreed.

NORMA HILLS (age 13).

The Flower of Romance.

Flee indifference, you do not reign!
Stolidity, too, in my heart is doomed;
Upon a bud the sun of love has shone,
The flower of romance has bloomed.

Romance's bed, blown by wind and storm,
Changed with the ebbing tides;
Here! now there, as fancy played, has bloomed,
To one, unfickle, in love abides.

Fairer than the roses we see
That bloom a' spring's joyous call,
Stands my rose among the lilies of Ceres,
Blushing red! Fairest of all.

Come! Lovely rose of romance,
Keep my heart as thy bower;
You bloom in youth, youth lives in thee,
Oh, romance! Venus' own flower.

GENEVIEVE HAMMETT (age 13).
Bethesda, Md.



Winter Loveliness.

I stood on the bank by the evergreen tree
And watched the shadows creep upon me.
The sun had just set; the world was aflame
As if beauty were playing a wondrous game.

The sky was first red, then pink, then blue
With a bit of lavender peeping through.
The night became gray and began to throw
A shadow of a tree across the snow.

The moon shone like a golden gleam
Sending o'er the mound a flickering beam,
Filling the earth with a shimmering light
Which danced in the dusk of the lovely night.

I turned from the bank by the evergreen tree
With thoughts of the beauty still lingering in me,
Making me think that I, too, were a part
Of the beautiful scene which was Nature's art.

ELIZABETH MOONEY (age 14).
Kensington, Md.

Let Well Enough Alone.

"Let well enough alone?" the saying goes;
It sounds plausible enough, you say.
Yet Lindbergh, Byrd and countless others
Did not follow this way.

Our inventors seek to improve our lives,
Our explorers brave dangerous paths unknown,
Our air heroes make famous flights;
Do they "leave well enough alone?"

The world is advancing to an era of progress,
Discarding all ancient fears as a drone.
None of our foremost leaders say
"Let well enough alone!"

KATHERINE BOND (age 16).
Brandywine, Md.

The Little Chimney Sweeps.

In the days when boys were employed to climb and sweep chimneys, there lived in France a masterssweep named Verne, who used boys in this way.

At the time of our story Verne employed two boys; Charlie, aged eleven, and Johnny, aged nine.

Oh! what rough work it was! And how the poor children's hands and knees had suffered as they clambered up those black chimneys!

One winter morning as Verne woke them up with, "Up-sluggards! There are ten chimneys to be swept at the 'Golden Lion' today" the boys noticed that the ground was slippery with hardened snow.

Each boy had five chimneys to sweep. Johnny had reached the top of his fifth one, when Charlie appeared at his fourth. The elder boy was made with jealousy. Johnny, perched on his chimney, began to sing cheerfully. "This exasperated Charlie. "I'll soon end your noise, Master Nightengale!" he said.

So saying Charlie stooped to find a loose tile with which he could fling at Johnny In doing this his foot slipped in the frozen snow; he fell head-foremost on the roof. He would have been instantly hurled to the ground if he had not caught frantically at the roof and found a hold on some of the projecting tiles.

The people in the street had seen Charlie's tumble and ran to fetch ropes and ladders. But Charlie's fast freezing hands would soon become powerless, before such help came.

The onlookers saw little Johnny carefully unfasten his leathern belt, and partially supported by the chimney, he bent carefully and succeeded in attaching the belt to the similar one worn by Charlie.

Just in time! Charlie's hands relaxed, he had fainted. Johnny held on firmly. Five minutes past. Johnnie's strength was ebbing fast. He could only hold on a few minutes longer.

There was an eruption of snow on the roof, a skylight was opened, and a man crept through. He had come to the rescue, and first Charlie, then Johnny, was lowered in safety to the ground.

VIRGINIA SEAL.
3363 18th street northwest.

The Kind Scouts.

A few Girl Scouts on a hike one day had just finished destroying their fire when a poor little dog came limping up to them. One of them picked him up.

It was near dark, but they made a fire and gave the puppy first aid.

After they had warmed him, one of the Scouts wrapped the puppy in her blanket and carried him to her house.

That night she read an advertisement for the puppy in the paper.

The Scout returned the last day and was offered a reward, but she said, "No, thank you, I am a Scout," and the lady said, "A kind one at that."

VICTORIA WASHINGTON (age 13).
1911 Fourth street northwest.

The Ladder of Ambitions.

Try to reach your ambitions
It's nice to get your desire,
But you'll never reach the goal,
So go higher, higher and higher.

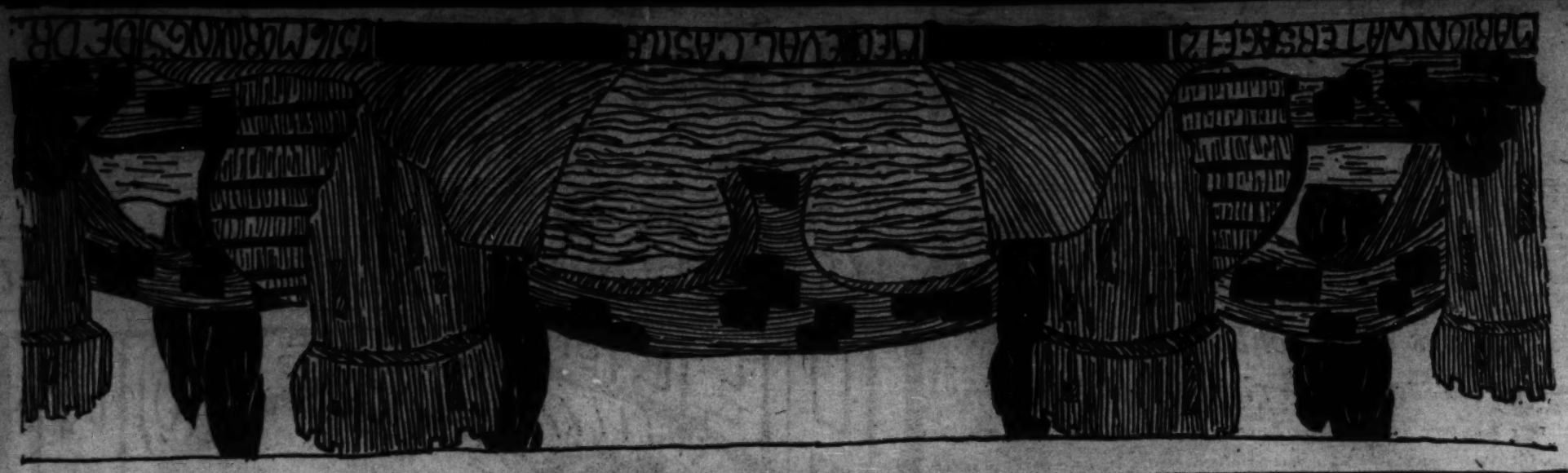
There is always one ahead,
Always a few behind,
But still go higher up
And see what you can find.

There's never a top to anything,
Always a standard though,
But try to surpass the middle step
And higher, higher go.

Never go back a few steps
Never, never tire,
But try to climb the ladder
Go higher, higher and higher.

MARION LOUISE WATERS (age 12).
7316 Morningside drive.





Tiny Tots Corner

Winter Fun.

One morning I awoke to find it snowing. I asked my mother if I could go out and she said, "Yes." The girls and I went out and made a snowball so big that soon we could not move it. Then we made a big snow man, his wife and children.

Then the boys came. They made two snow houses and prepared for a fight.

We did not like such rough games so we played with our snow family and snow ball.

What fun we had. At last mother called us in for it was getting dark.

The next morning we came out to find our snow family and snow balls gone. They must have moved away during the night.

IRENE SILVERMAN (age 8).
4037 New Hampshire avenue northwest.

Sunset.

When the sun sinks in the West,
And animals have gone to rest;
When the flowers and the trees
Are blowing softly in the breeze,
Then we know each sleepy head
Is safely tucked away in bed.

The murmuring brook flows away
Silently in its quiet play,
Carrying leaves down the stream,
Working as one in a beautiful dream.
Of all the sights I know, I love the best
The sight of the sinking sun in the West.

MIMI DAY (age 9).
Fort Bragg, North Carolina.

The Wounded Lamb.

One day a little girl named Mary had a flock of sheep. They were up on a high hill.

That evening she had to go up on the hill to get them.

When Mary had all of them together she thought she would count them. So she began—One-two-three and so on. The girl had 50 in all but 1 was missing that day

So Mary hunted all over the hill. When she came to a deep ditch, Mary saw a lamb lying in the ditch, and it was hers.

Mary picked it up and carried it home with her.

The lamb had a wounded leg. They put the lamb to bed. When he woke up, Mary gave the lamb some milk in a bottle.

Mary told her sisters and brothers about losing the lamb and finding him.

Her sisters and brothers were glad that Mary had found him.

LOUISE FAULCONER (age 10).
Amherst, Va.

My Garden.

I have a little garden,
Where the sun shines all the day;
So many flowers are in it,
It's like a big bouquet.

ROSE MARY MILTON (age 9).
Bowie, Md.

Our Henry.

Oh, mother, dear!
Please tell me why
Our Henry is
So fond of pie.

There's just one thing
That takes his eye;
And that thing is—
An apple pie.

MARY MARCIONETTI (Age 7)
2500 K Street northwest (Apt. 312)

Dear Editor: I read your Junior Post every Sunday, so I am sending in a poem.

OUR CANARY.

We had a little bird
And we named him Pete,
He'd chirp when we called,
But a cat got poor Pete.

DANIEL DORE, Jr. (Age 8)
1024 Wisconsin avenue northwest. (Apt. 6)

The Sky.

Up above the bright stars shine out,
And the fleecy clouds flutter about.
The man in the moon with a smiling face,
Looked down on the earth with hearty grace.
The sky so bright and blue,
Is sailing along as a ship and its crew.

MARIE LOUISE BREWER (Age 10)

The North Wind.

Hear the North wind blow!
I think we will have snow;
The branches all bend low,
Swaying to and fro!

Hear the North wind blow!
How fast he seems to go!
I'm sure I'd like to know
Why he's moaning so!

DOROTHY KIDD (Age 9)
D. C.

My Pets.

I have a dog
That says "bow-wow;"
And I have a cat
That says "meow-meow."

CATHERINE CARMAN (age 7)
2108 K Street N. W.

A Little Birdie.

I am a little birdie,
And I am so fond of you;
I went and flew right in my nest
With an easter egg for you.

PEGGY DUNN (age 7)
500 Ashton St., Brentwood, Md.

Seasons.

Winter is well on its way,
Many of us wish it to stay;
Tho sleighing is here,
And brings us good cheer,
We also are glad
That spring is so near.

NAOMI FREILICOFF (age 8)
643 Col. road., Monroe School.





My Canary.

I have a little bird,
His name is "Yellow Bill,"

He sings and sings all the day
And makes our home so gay.

I love him, he loves me,
So all are happy, don't you see.

DOROTHY MOYE (age 6)
4303 Fourth St. N. W.

Just An Acorn.

My story starts about 300 years ago.

One autumn day an acorn fell off a tree in a deep forest. A squirrel planted the acorn for future needs and then forgot all about it. The sun warmed the spot and the rain watered it, and by and by after about three years, a plant about a foot high was to be seen in the spot.

Year after year the plant grew. In about 25 years there was to be seen a young oak tree.

The years passed, each year adding a rim of growth around the tree. It must have been interesting to watch that tree grow, but as I was not born and, therefore, did not watch it, I can just give you a sketch of what happened.

Some men came into the forest, and seeing this tree which was now full grown they decided to chop it down. Thus ended the growth of the oak tree.

The tree was made into boards, and wood pulp. Let us follow the course of one of the boards.

It was sent to a table maker and carved and fitted into a lovely living-room table. A lady saw it and being rich she bought it. But her richness did not last and she had to sell the table to a woman who, though she was well to do, was none too rich.

The table had no important adventures until the year 1928. Then the descendants of the well to do lady who now owned the table, had to sell it to an antique dealer. The dealer gave her $100 for it, and then sold it to a millionaire for $100,000.

The table was really worth that much and we can not help it if it was bought for so low a price. Well, the table is now one of the most prized possessions of Mme. Millionaire, and the point I want to make is that this is only one part of what was once an acorn

PEARL GOLDENBERG (age 14.)
510 Eleventh street southeast.

A Bit of Fun.

I'm a litle whitey puppy,
And I've had a lot of fun—
I've eaten Daisy's supper
And little Charlie's bun.

I've torn up seven picture-books—
They made a lovely noise—
I've broken Baby's dollies,
And scatered all the toys.

I got into the scuttle,
And made myself so black!
And now I'm rather frightened,
For nurse is coming back.

And when she sees the litter
She'll be as cross as cross;
But I really only meant it
For a bit of fun, of course!

VIRGINIA SEAL
3363 18th St. N. W.

When Mother Lets Us Cook

OATMEAL MACAROONS.

1 cup of oatmeal.
1 cup of sugar.
½ cup of melted butter or margarine.
2 tablespoons of flour.
¼ teaspoon of salt.
½ teaspoon of vanilla or lemon extract.
1 egg.
¼ teaspoon of baking powder.

Beat the egg thoroughly. Mix all ingredients together. Drop from teaspoon on well-greased and floured pan, leaving about 3 inches between each macaroon. Bake in a moderate oven, 300 degrees, for about fifteen minutes. Remove from pan while warm with broad-bladed knife.

CAROL MARTIN (age 14).
Seat Pleasant, Md.

JANUARY THAW.

2 cups brown sugar.
½ cup milk.
1 cup chopped nuts.
Butter, size of walnut.

Put sugar and milk in a saucepan and let it dissolve slowly. Add butter and let boil until it balls when dropped into cold water.

Remove from stove, add chopped nuts and beat well. Turn into buttered pan and when cool cut in squares.

MARGARET McALWEE.
3322 O street northwest.

FRENCH TOAST.

2 eggs.
6 slices of stale bread.
1 cup of milk.
1 pinch of salt.

Beat the eggs with pinch of salt, add cup of milk, dip slices of bread in mixture and fry on buttered [illegible]. Serve hot. LOUISE CORM[illegible] (age 9).
228 E street northeast.

CRANBERRY CHEESE S[illegible]DWICHES.

1 cup cranberry jelly or cranberry butter.
1 cream cheese.
Buttered slices of bread.

Cut the bread thinly, trim off crusts, butter and spread half the slices generously, the other half with the cranberry jelly or butter. Put the two together and cut into strips.

ROSALIE RUBINSTON (age 13).
1230 Ninth street northwest.

In The Editor's Letter Box

Dear Editor: I have read The Junior Post, and like it very much. I read it every Sunday. I am sending in a story and hope it will be published. I would like very much to become a member.

Yours truly,
HELEN JOHNSON,
206 Raymond street, Chevy Chase, Md.

Dear Editor: I read The Post every day and The Junior Post on Sunday. I like it very much. I am sending a story on George Washington which I have written. Hope you will put it in the paper and not in the trash.

Thanking you,
SELMA DRESNER (age 13).
1419 Varnum street northwest.

Dear Editor: I have been reading The Junior Post for some time and enjoy it very much. I am sending a little poem which I hope will be published in the paper Sunday. I have worked very hard over it, and hope it will suit you.

Yours truly,
ELIZABETH NORRIS (age 13).
Poolesville, Md.

Dear Editor: I'd love to join the boys and girls page of The Post, and this is my first try at it. I hope I am successful. IRENE SILVERMAN (age 8).
4037 New Hampshire avenue northwest.

Dear Editor: I have finally made up my mind to write something for The Junior Post. I have been a constant reader of The Junior Post for at least seven years. I hope my story will be published next Sunday, so I can get a membership pin. Yours truly,

ALICE STEIN.
Rock Point, Md.

Dear Editor: I am sending a story on the chickadee. I hope it will bring me luck.

I am very much interested in The Junior Post. I like it very much. We always get The Post on the way home from church Sunday morning. I like to read and you know when you live on a farm as I do one-half mile from the State road you don't have hardly anything to do but read on Sunday evenings in the winter when the weather is cold. I find that The Junior Post helps me a great deal in finding something to read and also something to work for. Hoping The Junior Post success, I am sincerely yours

LOUISE SCOTT.
Rockville, Md., R. F. D. 4.

Dear Editor: I read The Junior Post and I get very much enjoyment from it. The stories and poems I read from The Junior Post are always very good. This is my first poem that I ever wrote for The Junior Post and I hope that it will please you. Yours truly,

MARY LEMESHEWSKY (aged 12).
419 Seventh street northwest.

Dear Editor: Inclosed is my first drawing I ever sent in. I think The Junior Post is just fine. I, for one, enjoy it immensely. I have sent in a couple of poems and a story that have been published. I hope my drawing is fit to be put in. Here's hoping The Junior Post a successful and a very progressive New Year.

MARY E. McDOWELL (age 11).

Dear Editor: I am in bed with the "flu" and The Junior Post helps me pass my time away. I am sending in a poem. Ever yours,

ANITA BRITTON,
1223 Thornapple street,
Chevy Chase, Md.

Dear Editor: I have been reading The Junior Post every Sunday, and have been wanting to write for it. I am sending in a story which I hope will be put in soon. I have tried once to have a story put in but it did not yet there.

Good luck to The Junior Post.

SUSAN BARBEE,
2138 California street.

Dear Editor: I am a reader of The Junior Post, and enjoy it very much. I would like to contribute a few poems I have written to your paper. I do hope at least one of them is printed as it is the first time I have ever sent anything in. Sincerely yours,

FRANCES MAYER (age 13).
6611 West Fifth street,
Los Angeles, Calif.

Application for Membership Pin

Editor Junior Post, The Washington Post, Washington, D. C.:

I hereby apply for a membership pin of The Washington Post Junior Writers Club. My..... (fill in story, poem or drawing) appeared on The Post Boys and Girls Page, Sunday.....192..... through which I earned my membership.

Full name.....

Address .....

Age..... School.....

Fill out and mail this blank promptly and instructions when and where to call for your pin will be sent to you.

The Most Interesting Thing That Happened in School.

The other day in school we went to the metal shop.

When the period was almost over our teacher called us together. "How would you like to take a trip to the Navy Yard?" he said in a happy tone.

We all agreed that it would be fine and set a date. First, of course, we received the permission of our principal, who agreed it was a fine idea.

At last the day came and so did the buses to take us to the Navy Yard. I was very excited, as I had never seen the Navy Yard.

We went to all the buildings where guns are kept in good order. Some of the guns were as tall as 100 feet.

As we were walking around we saw a submarine in the water. We did not think we would be allowed to go in. "We certainly would like to go in that submarine," we all shouted. The guide smiled. "I might ask about it," he said slowly. A plank was fixed from the wharf to the submarine. About ten at a time entered. Finally my turn came and I marched on with a feeling of pride. We came to an open space and by means of a ladder I was able to climb down. I passed all kinds of machinery and then came to the state rooms. Then we went to the kitchen, where there were many sailors cooking all kinds of food. After seeing many other things we came out of the submarine, glad to get some air, as it was unusually close there. We then climbed to the top of the cabin and explored, examining anything that looked strange. When we came down we found some of our school mates rushing for the buses.

Not wishing to be left in the Navy Yard, we did the same. We thanked our metal shop teacher and told him it was the most interesting thing we had ever done in school. If you ever get a chance to go to the Navy Yard don't miss it.

MORTON WOLFMAN (age 14).
1416 Irving street northwest.

An American Citizen.

America and Americans are the product of centuries of strife and social, economic, and political revolution. America is one of the few leading nations of the world; yet two centuries ago a United States of America was not even in existence, either in reality or in imagination.

The big reason for this growth has been the fine quality of her citizens, the best from almost every country in Europe and the Far East. As a country owes her advancement to her citizens, so, too, does every once-proud nation owe its downfall to a corrupt, pleasure-seeking, wealth-mad people. It is up to us to prevent such a degeneration in our country.

Our forfathers have made America what it is. Our duty as the young of a great country, "the children of today, the citizens of tomorrow," is to observe the minute things of life, to prepare outselves for continuing the work of our ancestors, enlarging our policy where necessary, and improving our country in the moral, social, economical, as well as political aspects of life.

One may not be able to become a great leader of finance or politics, but he can be a quiet, worthwhile citizen, and preparing his children to in turn take their burden of citizenship. Nelson's "England expects every man to do his duty" might be paraphrased to say "America expects every citizen to do his duty as a citizen."

ELOISE CRANE (age 14).
303 E street northwest.

The Present Time, Winter.

Boys playing in the yard,
Pelting each other with snow so hard.

Snowman growing so big,
Ready to don his winter rig.

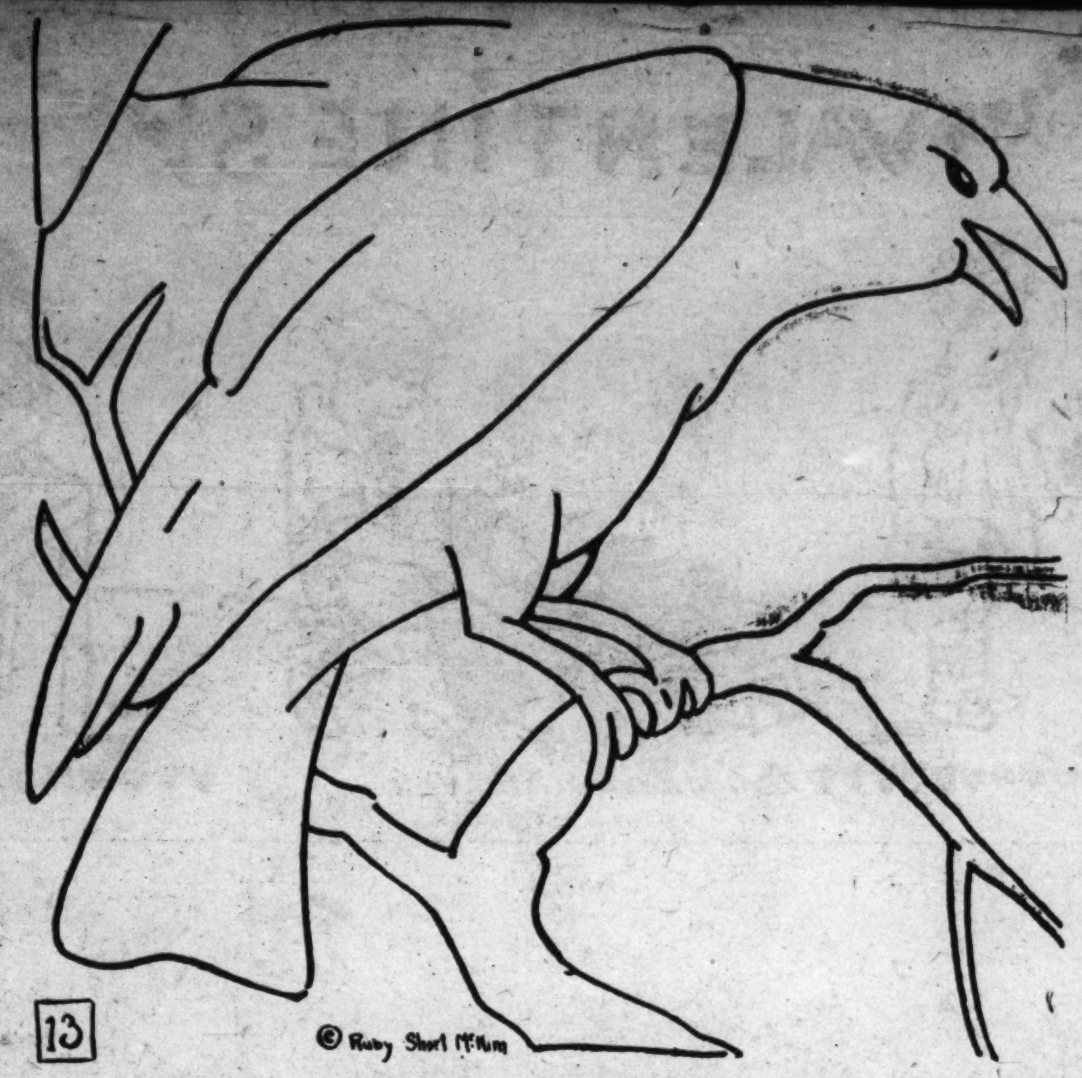
Mary and Anna with daddy's coat,
Fits the Snowman, that he feels like a boat.

Father comes and says, "Enjoy your sport;
The weather man is out of sorts.

Tomorrow will be so warm
That the bees will be ready to swarm."

Gone has the Snowman, floated to the sea;
Nothing is like it "used to be."

VIRGINIA BARNSLEY (age 13).
Rockville, Md.



NO. 13. THE CROW.

The crow is not a popular bird, especially among the farmers, who accuse him of eating up the corn as soon as it is planted. However, John Burroughs says that the crow is the most social of birds and will divide with his friends and even call them to the feast when he has made a find.

His jet black color fairly glistens in the light and his harsh caw challenges attention. He is a striking picture and a canny bird. If embroidering these blocks in color, do his body black, his feet and legs blue and the tree brown. Have you all the back patterns? If not, you had better get them now as you will want all 24 to make your quilt.

He Seemed Poverty Stricken.

Yes, really, the day had at last arrived on which the Charity Club had planned to have a hike through the wood.

"All ready?" was the anxious query from Agnes, the president of our club.

"Yes," and immediately we proceeded.

We had not gone far before we came to the woods. After walking about ten minutes through the woods we came upon a clear space and what did we see? There, half fallen down was an old hut which surely said, "I have seen my best days." But smoke came from the old chimney; some one was living there.

"Let's go in and warm our hands, as today is awfully cold," suggested Thelma.

"All right," the others agreed and we immediately tapped on the door. No one answered. We tapped again. Still no one. I timidly opened the door and, with a push from Helen, I entered.

What my eyes rested upon I can hardly find words to describe. In the corner of the shack sat an old man whom I would say was at least 70 years of age. His hair and beard were snowy white. His face was pale, thin and drawn. You could easily count the number of bones in the old man's hands. His clothes were ragged and torn. Indeed, he presented a typical picture of "Misery" upon whom "Fate" had played a dirty trick.

We saw how weak he was and soon we had the fire burning with a brightness the old room had not known for years.

I glanced at the old man and noticed the hungry look with which he was watching our baskets.

"Suppose we eat our lunch here?" I suggested.

"Fine," agreed May, "and Mr. Miller shall eat with us."

Preparations were soon made for the lunch and in a short time we were enjoying ourselves.

"How happy I would be if I could have this to eat once a day and all of you for company," said Mr. Miller in a weak voice.

"You shall," every one answered in a determined voice.

When we bade him good-by there was a happy look in the old man's eyes.

Every week the Charity Club members go to see Mr. Miller and carry him a basket of food.

We now feel more than ever justified in being called "Little Workers of the Charity Club."

ALICE G. STEIN.
Rock Point, Md.

With Our Junior Poets

Tomorrow.

You plan the things you wish to do
And pray it will not rain;
Your hopes are high, your doubts are few
That your prayers are not in vain.

You do not know, you cannot tell
What will happen tomorrow;
You can only pray, and hope as well
For joy, instead of sorrow.

Sometimes the day is bright with sunshine,
Then you're happy as can be,
But if it rains, things are not so fine,
And you do not feel so merry.

Though the day isn't what you wish it to be,
Why fret and sorrow?
You can still be gay and happy,
For there are many more tomorrows.

DOROTHY NOYES (Age 14)
481 F St. S. W., D. C.

The City at Night.

Oh city of dimness, all glitter and gold,
Sparkling with jewels so fine;
Oh! why do you wait till night to unfold
Such beauty to eyes of mine?

Perhaps you wish to help in pity,
Or is it because you think, at night
When you dazzle with lights so pretty,
You rival the stars in their light?

Or maybe it's 'cause you think that when
You brighten the hearts of weary men,
Or is it—millions of lights—because
It is one of God's beautiful laws?

DOROTHY MAE LYNCH (age 14)

The Month of Snow.

January is the month of snow,
And off to the ponds the skaters go;
The wind is howling loud, and fast.
The welcome snow has come at last.

The cry of joy is everywhere.
Over here and over there;
And now that it is time for bed,
The children must put away their sleds.

JAMES McCAUSLAND
(Age 11) Box 86, Ballston, Va.

What We Can Save.

Everybody in the world can save something. A grown person can sometimes save more valuable things than children.

Even babies can save their toys. Many babies get a toy one day and are very pleased with it. The next day the same toy is broken.

Children going to school can save school materials. Many children get more than one sheet of paper and stick it in their books. At the end of the term they find all the paper they have taken blank.

If we go to high school we can save our books by not injuring them. In high school and college you are compelled to pay for your books.

Then at another stage of life you can save another thing, money.

The latter is more important, but everything depends on the kind of training we have. Children can also save money. If they get a weekly allowance they can save it instead of spending it foolishly. It will probably be of some good use later.

Many families live on budgets. That is, make it a rule to spend the same amount on the same thing. Children don't have to spend their money for candy or ice cream and so forth. That is wasting it.

But no matter what it is, we can all save something.

DORRIS DE FORD.
1673 Columbia road.

The White Wing Dove.

This bird is about the size of a robin. Its back is a bluish gray and its breast and under parts a soft brown. Its wings are very dark, almost black, and it has a large tail, fan-shaped when the bird is flying but closed when it is at rest. These are marked with white bands, which gives it its name.

When the dove is flying it makes a beautiful whistling sound with its wings. The bird's note sounds like "coo-coo, cacoo."

The nest is roughly made of twigs, and is lined with leaves. The eggs are white, spotted with brown, and three or four are usually laid.

There are many of these birds in Haiti, and the natives catch them in traps, as they are good to eat.

JAMES K. HENLEY.
Marine Postoffice, Cape Haitien, Haiti.

The Junior Post.

When you are lonesome and there is no place to roam,
Just pick up The Junior Post and stay at home.
Or fix a cartoon, a story or a poem
And send to the editor to be published on Sunday morn.

And when on Sunday
It arrives in The Post,
Just get up a crowd and go out to boost
The Junior Post.

ELIZABETH NOVIES.
Poolesville, Md.

Health Rules.

If you want to be healthy and strong,
I will reveal to you the way.
Eat plenty of vegetables and fruit
And brush your teeth every day.

If you do this,
You will never miss
A single day at school.
And if you are wise,
You will keep
These simple health rules.

LAURETTA CARMAN (age 13).
2108 K street northwest.

My Bike.

I am just wild about my bike,
The first I've ever had;
To school each morn I sure do like
To ride; to walk is not the fad.

But if the cold is very fierce
I must confess that I prefer
To ride in our dearest, old Pierce,
Tho some greatly differ.

When I do take my bike to school
I try to hurry, and get through
And o'er my lessons do not fool,
So I may ride it 'round the "rue."

LOLA E. BOYD (age 12)
Wardman Park Hotel.



Associated Press Photo.

PUGGSIE HEARS A NEW JOKE!

Anyway, that's what his master, Harry Anderson, of Los Angeles, declared his pet monkey, Toso, was whispering so secretly into Puggsie's ear. The dog's ear-to-ear grin testifies to Toso's jocosity.

Inauguration of George Washington.

George Washington, hero of American Independence and first President of the United States, was born in the County of Westmoreland, Va.

George had 73 votes, 69 of which were electoral votes. George Washington was inaugurated President of the United States on a portico in front of the Senate chamber, Thursday, April 30, 1789. in the Federal Building, in New York.

The oath of office was administered by Robert Livingston, who was at that time chancellor of New York. When the oath was taken, he exclaimed, "Long live George Washington, President of the United States."

SELMA DRESNER (age 13).
1419 Varnum street.

The Child's Calendar.

Sixty seconds make a minute,
How much good can I do in it?
Sixty minutes make an hour,
All the good that's in my power.
Twenty hours and four, a day,
Time for sleep and work and play;
Days, three hundred sixty-five,
Make a year for me to strive
Right good things each day to do,
That I wise may grow, and true.

HELEN SILVER.
1534 E street southeast.





(Awarded $2 Strip Prize.)

The Voyage of Venus.

A Sequel to "In the Year 3007."

Now that two months have elapsed since I presented the public with the astounding narrative of my voyage through space and my adventures on Mars, I will endeavor to give the readers my experiences and adventures on the planet Venus, or Erano, as its inhabitants call it.

As I stated in the concluding paragraph of my preceding narrative, my brother and I had made reservations with the Interplanetarian Transportation Co. for a voyage to Venus at the end of two months.

We traveled in a much larger rocket ship on this trip than we did to the planet Mars, and there were also very many more passengers.

The voyage through the depths of space was uneventful on this trip, although it is well to state that the ship was almost destroyed and thrown from its course by a tremendous meteor, about 2½ miles in diameter.

On the ninth day of our journey we arrived on the surface of Venus. We registered our names and obtained our dwelling places in the Interplanetarian Transportation Co.'s building as we had done on Mars.

The next morning we were introduced to a tall, stately young man by the name of Upheus. He was to be our friend and guide throughout our stay on this planet.

But I proceed too fast. I must describe the inhabitants of the interesting world. They are people with the height of approximately 18 feet and wonderfully built, having broad shoulders, muscular legs and arms and a well-shaped head. But there are two noticeable deformities about the Venusians. Their arms extend down to their knees, and they have seven fingers instead of five as we have.

The women and girls are built the same way as the men, and have almost the same height, only their arms are in proportion to the body and their fingers longer and thinner.

The Venusian's only garments are a bright colored tunic, a beautifully decorated belt inlaid with magnificent jewels, and a death dealing instrument called the electro-ray.

Now I must resume my narrative.

The first thing that our guide, Upheus, did was to obtain a small, swift, metal airship that could accommodate only three persons.

"Where do you propose to go?" I inquired of Upheus.

"We are going to make a small exploration trip this evening," he replied, "to the Land of Terrors. But before we go I want to warn you not to speak above a whisper."

We entered the airship and no sooner had we seated ourselves than our guide manipulated a small lever and the whole machine darted upward at an ever increasing speed. We gazed out of our portholes. The sky was ablaze with stars, and almost directly overhead shone a huge brilliant star of wonderful and amazing beauty and close beside a smaller one.

"The earth and her moon," I said.

It was indeed our mother planet and her satellite. I can not describe the feeling that came over me at the sight. But at this moment my meditation was interrupted by a terrible noise that seemed to vibrate our frail metal craft from end to end.

"It is the cry of the great tyrangrahian monster," cried Upheus. "We must ascend to higher altitudes before it comes into view."

In the gloom below, surrounded by the repulsive, half-spectral forms of the monstrous vegetation of the great swamps, that terrible and mysterious sound, which plainly denoted some giant kind of life, fairly made my whole body quiver.

And then out of the horrible tangle rose, with a swift sinuous movement, a long, anaconda-like arm, flesh-pink in our great electric beam that we had turned on, but covered with dark, spike-edged spiracles.

"Take those instruments," cried Upheus, stopping the machine in mid-air, "and direct them toward the monster's head."

We did as he bid, but we were too late. The creature curled itself over the edge of the airplane and swiftly drew it downward. The craft tipped as it descended, and with confused shouts and cries, Upheus, my brother and I fell headlong to the ground into the tangled vegetation below.

We landed on the soft leaves and thick bushes. Nobody was seriously injured except that I had broken my leg. When we gazed up we saw the monster resting on squat legs and crushing our airship into small fragments.

I don't know how large its great body was, but its gigantic three-cornered head looked like a small house, and from it issued four large trunks. The creature continued to bend the metal sides of our machine as if it were pasteboard with its mighty trunks.

For my part I was paralyzed with fear by the awful spectacle, but Upheus' sharp command brought me to my senses.

"Hold this light," he said.

Mechanically I took it in my hand and aimed the beam at the monster. Then I saw Upheus aim his terrible instrument, the electroray.

Bang! Bang! Bang!

Thirty times the shots rang out, zipping one on the heels of another, and I knew that the chamber was exhausted. The sinister green rays had ended the creature's life, for I saw it release its grasp upon our wrecked craft, throw his vast trunks high in the air, and thrashing the trees and branches over his head sank upon his immense knees and slowly rolled down in the sedgy mud nearby.

After this terrible adventure I saw little colored specks dance before my eyes, my senses reeled from the great pain of my broken leg and I lost consciousness.

When I came to again I found myself lying on a soft bed surrounded by some physicians, Upheus and my brother.

"How are you feeling?" inquired Upheus.

I sat up in bed and moved my broken leg. I felt no pain at all.

When the physicians saw my surprised expression one of them stepped forward and said: "My friend, this was a very easy task to perform. Modern surgery on Venus is down to perfection. We had fixed your injured leg within two hours after you arrived here."

After the physicians had left the room I inquired of Upheus: "How is it that I am safe and sound in this bed? Why, the last thing that I remember is that I ——."

"Yes, yes," interrupted Upheus." Not long after you had lost consciousness an airship flew by us and we signaled it. It landed nearby, we boarded it and when we arrived in the city I had you taken to the greatest physicians on Venus and had your leg operated on."

"I do not know how to express my appreciation and gratitude for what you have done for me," I said, "and I hope I can be of some service to you some day."

"It is a pleasure and an honor to do a kind deed to any Earthian," the Venusian replied. "However, I have arranged an appointment with our chief astronomer in the great astronomical observatory at Othena. Come, we must go."

We were taken to the roof of the great building in an enormous elevator, where we obtained an electroliner and sped away to the observatory.

Within due time we arrived there and met the great astronomer, Thas Travo. He showed us the wonderful instruments.

Finally we looked through the gigantic telescope and observed the planet Saturn. After I had made my observation I said to Thas Travo, "I'm not sure, but I thought I saw avenues and parks and moving vehicles. Was I right?"

"Why, haven't you heard? The astronomers within the last seven days have discovered that highly intelligent beings inhabit the planet Saturn. We made this wonderful discovery about three hours before the Earthians did, so, of course, the credit goes to us."

We left the observatory and returned to our dwelling places, where we had dinner.

Seven days passed and the time had finally arrived when we were to return to the earth.

I had had a very enjoyable and wonderful time on this planet, even a better time than I had on Mars and about twice as exciting.

Again I will not describe the voyage through space; suffice to say that our ship returned safe and sound to our native planet.

Now that there is a race of civilized and intelligent beings inhabiting Saturn, no doubt there will be many attempts and experiments in trying to go there.

My brother and I, at the present time, are perfecting and completing an interstellar space ship in which we hope to travel to Saturn. If the trip is successful we shall be the first men to land upon and explore the surface of this great planet.

This is, in my estimation, the greatest and highest honor that any person could possibly have bestowed upon them.

EDWARD FRANK HOFFER,
1333 Belmont street northwest.



The Adventure of Polly and Betty.

"I wish something would happen," said Betty as she straightened the scarf on the parlor table.

"So do I," said Polly, her best chum, who was reading The Junior Post and eating marshmallows which she had roasted by the fireplace a few minutes before.

Betty picked up the "funny papers" and started to read "Ella Cinders."

"Ba-a-y, Betty, here's an idea! I was just reading a story about a haunted house. It was good! You know we always wanted to see what was in that old trunk up in the attic. Please let's go now. Come, I've always wanted to and you have, too. I know you've read 'Ella Cinders' at least five times."

"Well, all right! Come, let's go," said Betty. Truly Betty was afraid to go up all those steps, but Polly usually had her way. Up, up, steps, steps, steps, my! Betty thought they never would reach the top.

"Are you following me, Betty?" asked Polly, rather nervously, for it was very dark up those steps.

"Y-yes, I'm coming," answered Betty. Ah! At last they were in the attic. It was a rather large room, but it was very stuffy in there. Polly immediately tried to open the one window which was in the room.

"Come, help me, Betty, instead of standing there looking at the things in here. We'll do that together."

After both had gotten the window open, they tried to open the trunk. To their surprise it opened easily and quickly. What do you think met their anxious eyes? Why, the trunk was empty. Betty looked at Polly and Polly at Betty.

"Well, let's go down," said Polly, for the trunk was the only thing in the attic. After closing the window the girls began descending the steps.

"After all we thought was in that old trunk, it turns out to be empty," said Polly.

"Y-yes," answered Betty on the verge of tears.

ESTHER GERBER (age 15).

Life's Jewels.

What is more precious than friendship?
What is more priceless than love?
What helps the poor and the lowly?
What leads to the Great One above?

Friendship and love are the gold of this world,
Sympathy and kindness the treasures;
If a man has enjoyed these gifts
He has received indeed, the pleasures.

And though we have diamonds and rubies,
And power and glory today;
If we have not a friend or a dear one
We have not the things that will pay.

ROSE RUSSELL (age 16).
4720 Fifth street northwest.





ROTOGRAVURE SECTION

The Washington Post.

SUNDAY
January 27, 1929.



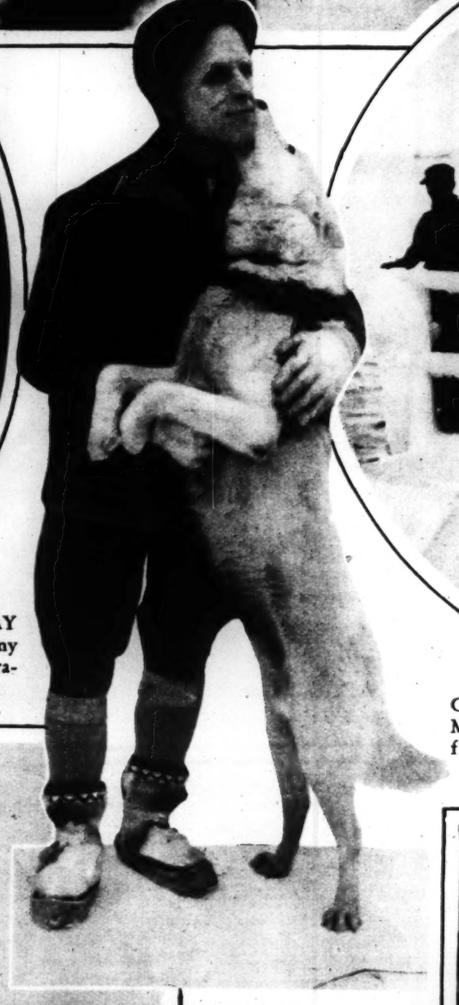
GUS PAULSEN TAKES THE AIR FOR A LOOK AT THE MIDDLE WEST. Chicago ski jumper takes off in the twenty-third annual meet of the Norge Ski Club, at Fox River Grove, Ill., in a temperature of 22 below zero.

Wide World Photo.



CELEBRATES SEVENTIETH BIRTHDAY TODAY. Ex-Kaiser Wilhelm of Germany observes anniversary with elaborate celebration at Doorn.

Associated Press Photo.





COLD WEATHER HITS DEEP SEA FISHERMEN. Fishing trawler crawling back to Boston from the Grand Banks encased in heavy coat of ice.

Henry Miller Service.



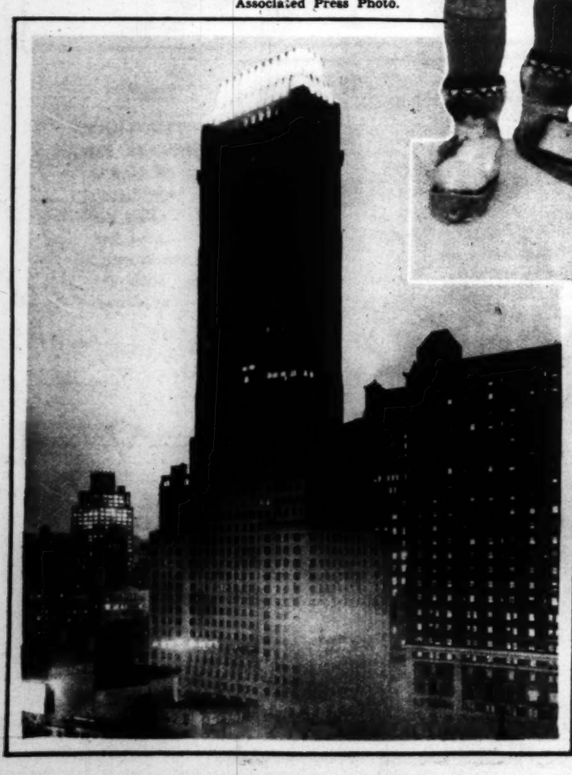


DR. ABRAM SIMON is honored by the Washington Hebrew Congregation upon completing a quarter century as its spiritual leader.

Harris & Ewing.

JACK DEMPSEY AND WILLIAM F. CAREY attend opening of race meet at Miami, Fla., preliminary to staging fight.

Associated Press Photo.



WINS DOGSLED DERBY. Leonard Seppala, Alaskan musher, and Toxin, his lead dog, at Lake Placid, N. Y.

Associated Press Photo.

A NEW BEACON IN NEW YORK. Lights of a combined intensity of 30,000,000 candlepower are used for the illumination of the exterior of the new Chanin Building at Forty-second street and Lexington avenue.

Wide World Photo.



ICE SAILING ONE OF THE MOST POPULAR WINTER SPORTS AT LAKE HOPATCONG, New Jersey. The click of many runners is heard as wind carries skaters over glassy surface at a mile-a-minute clip.

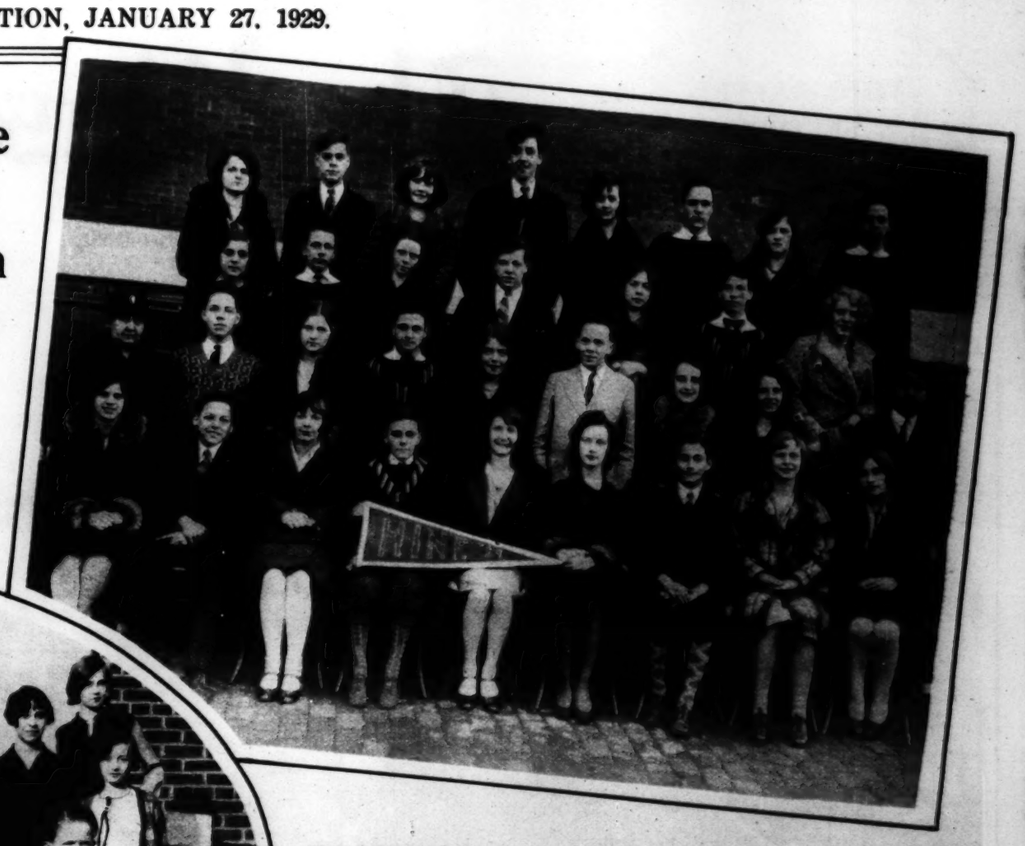
Associated Press Photo.

Among the February Graduation Classes in Capital Schools

All photos by H. De Long



THE PARK VIEW SCHOOL turns out a considerable group of midwinter graduates.



THE HINES JUNIOR HIGH SCHOOL acadamic class, whose members have successfully completed their course.



THE JOHN BURROUGHS SCHOOL will graduate this class next month when the winter term ends.



THE JANNEY SCHOOL will graduate a class typical of America's scholastic youth.



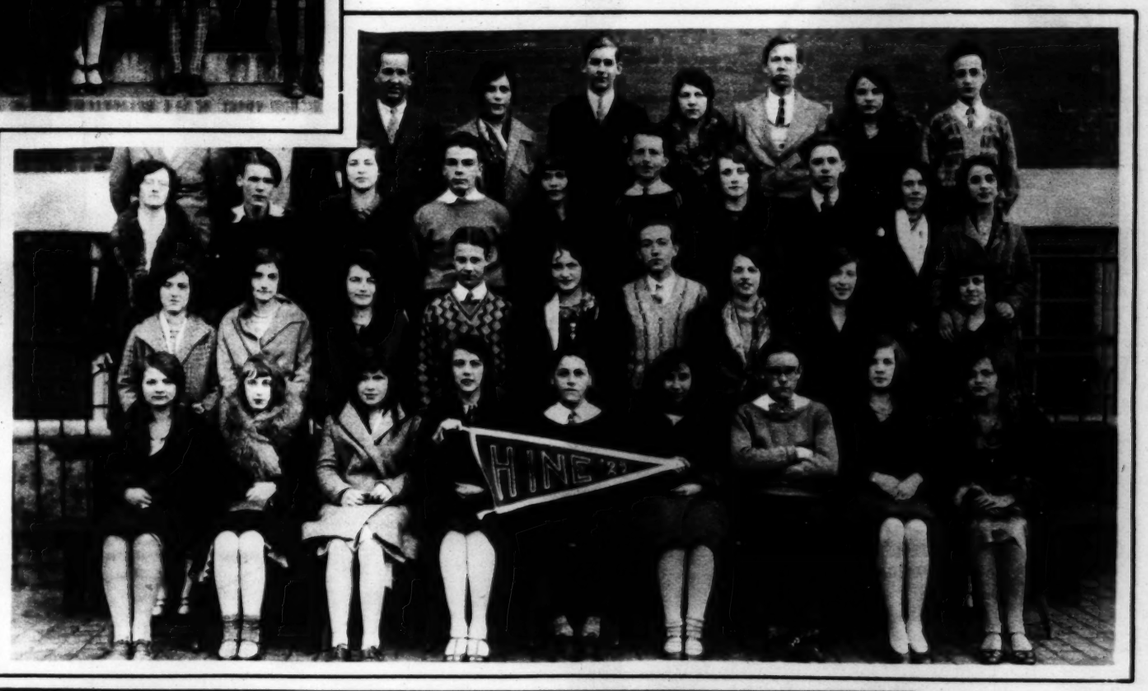


THE MORGAN SCHOOL will send these graduates along to higher scholastic endeavor or occupational service next month.



THE GALES SCHOOL is not without pride in the youthfulness of the class here pictured.

THE WHEATLEY SCHOOL offers this group of students as comprising its graduating class.







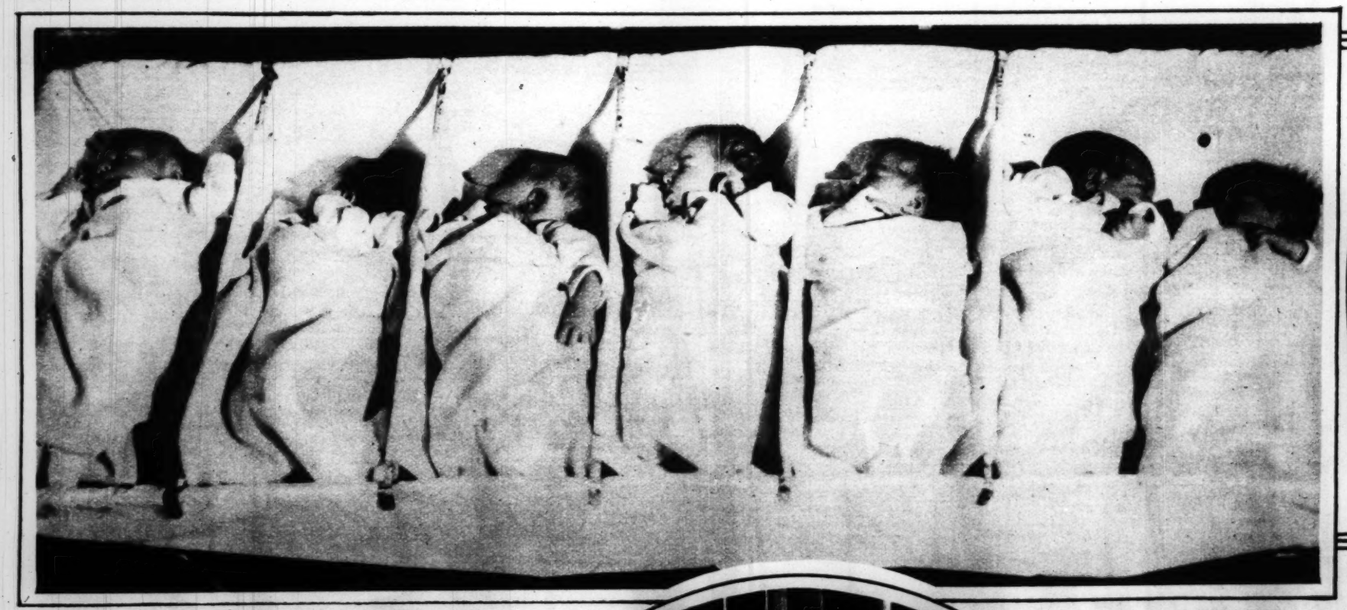
THE KETCHAM SCHOOL turns out a graduating class that is only deficient in numbers, not attainment.

THE CURTIS HYDE SCHOOL is obviously proud of the emblems won by the members of its graduating class.



THE HINES JUNIOR HIGH SCHOOL commercial class, to graduate simultaneously with the academic.

ST. GABRIEL'S CONFIRMATION CLASS, brought to perfection under the guidance of Bishop McNamara, shown in center.





ELWOOD STREET, an experienced executive in this line of work, appointed director of the Capital's Community Chest.



THE MINSTRATI
CHEST ARE A G
home like this, wh
childhood otherwi
sorely lac

UNUSUAL COMPLICATIONS IN CHILD BIRTH must be cared for by funds from the Chest.



MRS. ARCHIBALD HOPKINS, a vice chairman of the general campaign committee.



THE TRAVELERS AID SOCIETY is among the beneficiaries of the operation of the Community Chest.



A FRIEND IN NEED IS "SALLY." Funds for the distribution of food and other assistance will be provided by the Chest.

PURPOSES AND PERSONALITIES OF WASHINGTON'S COMMUNITY CHEST



FUTURE SEA CAPTAINS AMONG THE BOY SCOUTS will derive much benefit from the Chest's financial assistance to their work..



FRANK R. JELLEFF, chairman of the group solicitation unit.







NEW IDEAS IN CLEANLINESS are often imparted to the youngsters of a family by the Chest's social workers.



AMERICAN GIRLHOOD is championed by the Girl Scouts, Chest members.



WHILE MOTHER WORKS her children are cared for by Friendship House, day nurseries and other settlement houses.



"FEELING BETTER TODAY." A group of tuberculosis patients at the summer camp operated by the Association for the Prevention of Tuberculosis.

SUMMER CAMPS of Boys' Club, Summer Out Committee, Girl Scouts, C Child Society, Salvation A and other organizations supported by the Commu Chest.



COMFORTABLE BEDS AND CLEAN BEDDING are supplied the little tots cared for by the Chest.





JOHN POOLE, president of the Federal-American National Bank, general campaign chairman.









VACATION CAMPS AND BODY BUILDING are among the important activities of the Community Chest, which recognizes no barrier of race, creed or sect.

MRS. JOHN J. O'CONNOR, chairman of the Committee on Information.

...AND ...TIES OF ...TON'S ...NITY ...T

THE MINSTRATIONS OF THE CHEST ARE A GODSEND to a home like this, where the joys of childhood otherwise would be sorely lacking.

THE AGED ARE CARED FOR by visiting nurses, whose work is supported by the Chest.

THE TINY TOTS BEREFT OF PARENTS are tenderly cared for by the Chest's kindly nurses.



PLAYTIME AT A COMMUNITY CHEST HOME. A group of tiny humanity made happy by the funds of Washington's new charity agency.



JOHN JOY EDSON, a vice chairman of the general campaign committee.

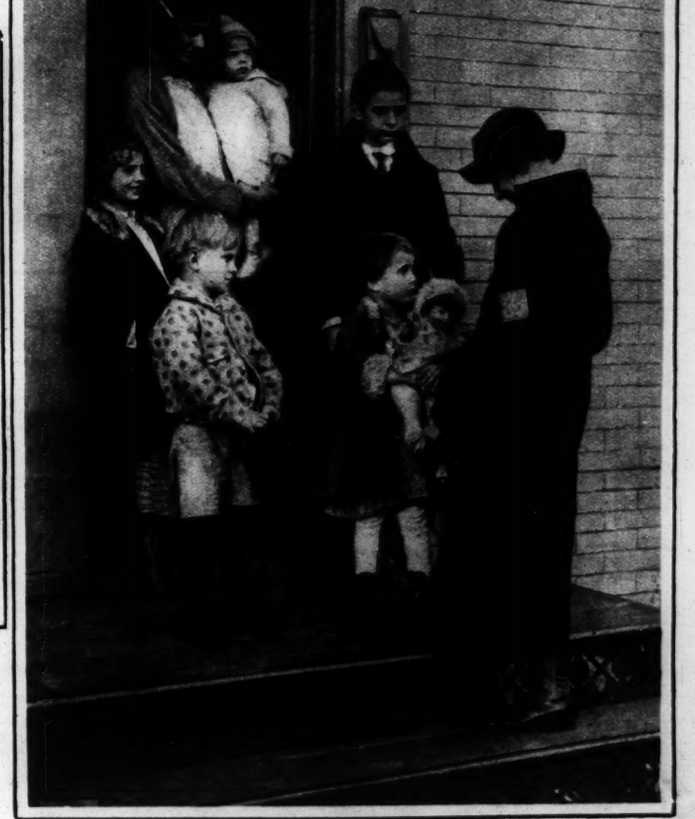


...ODAY." A ...tients at the ...by the Asso... ...n of Tuber...

SUMMER CAMPS of the Boys' Club, Summer Outings Committee, Girl Scouts, Christ Child Society, Salvation Army and other organizations are supported by the Community Chest.









...LE BEDS AND CLEAN BEDDING are supplied ... little tots cared for by the Chest.

AND DON'T THINK THE CHEST IS NOT appreciated

MONEY MUST COME from the Chest for the Twelfth Street Branch of the Y. M. C. A.



THE CHEST AIDS THE SCOUTS, themselves trained to aid both people and animals.

THE INSTRUCTIVE VISITING NURSES SOCIETY is an active Chest agency for safeguarding the poor.

SELINGER SPECIAL
Monday Only



A Real Man's Watch

Jeweled adjusted timepiece. White gold chronium-finish case—guaranteed 20 years. Complete with latest style folding mesh bracelet.

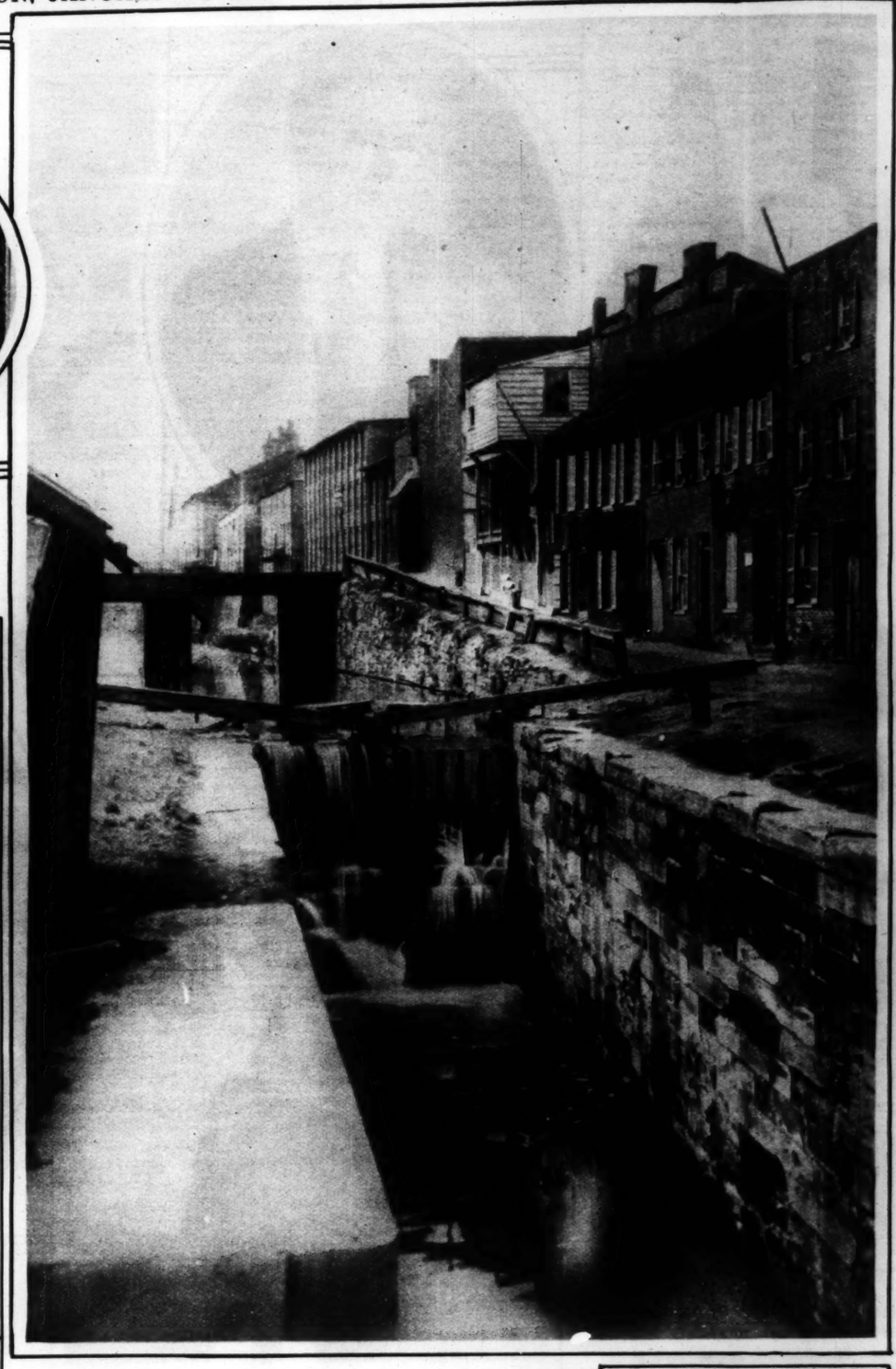
Regular Price $17.50. Monday Only $9.85

$1.00 Opens a Charge Account Pay weekly or monthly

Look For The Big Clock
Selinger's
818 F Street
Opposite Patent Office



CONFIDENTIAL LIKE! Mr. Camel, resident guest at the London Zoo, delivers a private report of conditions existing in his quarters.
Wide World Photo.



A PICTURESQUE VIEW OF A QUAINT STREET SCENE that might be in Holland, except for the fact that it happens to be the Thirty-fourth street locks of the old Chesapeake & Ohio Canal in one of the most historic sections of Georgetown.
Underwood & Underwood

Thompson's Dairy Baby, No. 308



Rated 100% by the District of Columbia Health Department

Thompson's Dairy

Serving Washington Homes for 47 Years
2012 Eleventh St. N.W. Phone Decatur 1400

HOLLYWOOD LOS ANGELES
Established 1885
Hepner's
Hair and Beauty Culture
Wigs and Hair for All Occasions
MAIN 8014
NEW YORK WASHINGTON

Corns



A NEW DISCOVERY
REMOVES THE CAUSE

relief in one minute!

That's how instantly Dr. Scholl's Zino-pads act. They *remove the cause*—friction and pressure of shoes—the only safe, sure way to treat corns known to science. No danger this way of blood-poisoning which cutting of your corns invites, or of acid burn from harsh liquids or plasters. Zino-pads are thin, protective, healing. Also made in sizes for Callouses and Bunions. At all drug, shoe and dept. stores, 35c a box.

Dr Scholl's Zino-pads
Put one on—the pain is gone!

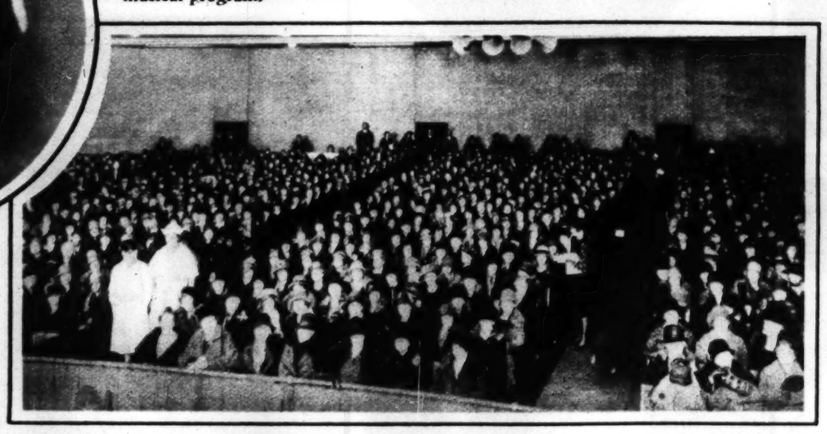
The Washington Post.
Cooking School *this year*
Will Be Bigger and Better Than Ever

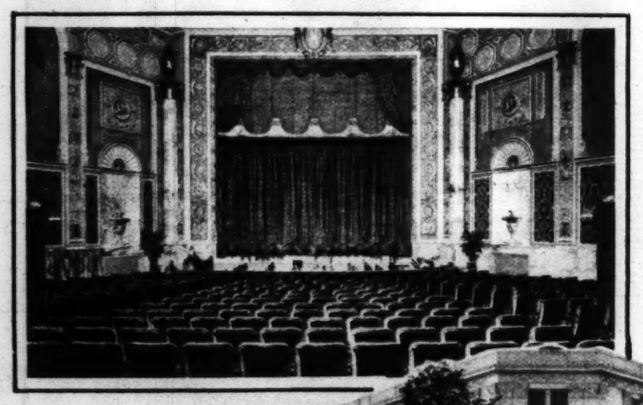
February 5, 6, 7 and 8 are the dates that you will want to mark down on your calendar and set them aside so that you will be free to attend the largest and best Cooking School that has ever been conducted under the auspices of The Washington Post. This year the school will be held in the Ambassador Theater at the busy corner of Eighteenth Street and Columbia Road, which insures not only comfortable seats for the thousands of women who will attend with a full view of the stage from every section, but a central location that is easily reached from all parts of the city by street car lines and buses. The lectures, which start promptly at 2 p. m. each day, are free to all and will be preceded by a splendid musical program.



MRS. FRANCES T. NORTHCROSS, whose famous free recipes and advice on everything pertaining to household economy are eagerly sought everywhere, will again be in charge of The Washington Post Cooking School.

Judging by the attendance last year, when some 10,000 Washington housewives came to hear the free lectures of Mrs. Northcross, capacity crowds are expected at each of the coming sessions.





Note the advantageous location and excellent accommodations that have been secured for the school this year. An unrestricted view of the stage and restful cushioned seats are features that will be appreciated by all who attend.



ADVERTISERS WHO WILL CO-OPERATE WITH US IN CONDUCTING THE COOKING SCHOOL

Allan V. DeFord Co. *(Canned Goods)*
Boyce & Lewis, Inc. *(Comfort Shoes)*
Browning & Baines, Inc. *(Oriental Coffee)*
Carry Ice Cream Co. *(Ice Cream)*
Peoples Drug Stores, Inc. *(Queen Anne Hand Lotion)*
India Tea Bureau *(Tea)*
Knox Gelatine Co. *(Gelatine)*
Chas. Rubel & Co. *(Fada Radio)*
R. Harris & Company *(Table Silver)*
S. Kann Sons & Co. *(Kitchen Equipment)*
The Hub *(Kitchen Furniture)*
Thompson's Dairy *(Dairy Products)*
W. B. Moses & Sons *(Dining Room Furniture)*
Calumet Baking Powder Co. *(Baking Powder)*
Chesapeake & Potomac Telephone Company *(Telephone Extensions)*
General Baking Company *(Bond Bread)*
Keane-Loffler Company, Inc. *(Meats)*
National Electrical Supply Co. *(G-E Refrigerator)*
Potomac Electric Appliance Co. *(Electrical Appliances)*
Procter & Gamble Company *(Crisco)*
Washington Loan & Trust Co. *(Banking Services)*

Why Not Obtain a Secretarial Training
by enrolling in the
LAKE SCHOOL
Est. 1911
SOUTHERN BUILDING
Gregg and Pitman Shorthand
Touch Typewriting
Speed Dictation
Day and Evening Classes
ENTER NOW
Main 7519 Catalogue
Individual Instruction



THE SPRING FASHION IN JACKETS is here forecast by Lea Charbonneau, wearing a kidskin garment, the dernier cri in sports apparel.
Wide World Photo.

Remember FLOWERS *and she won't forget* YOU



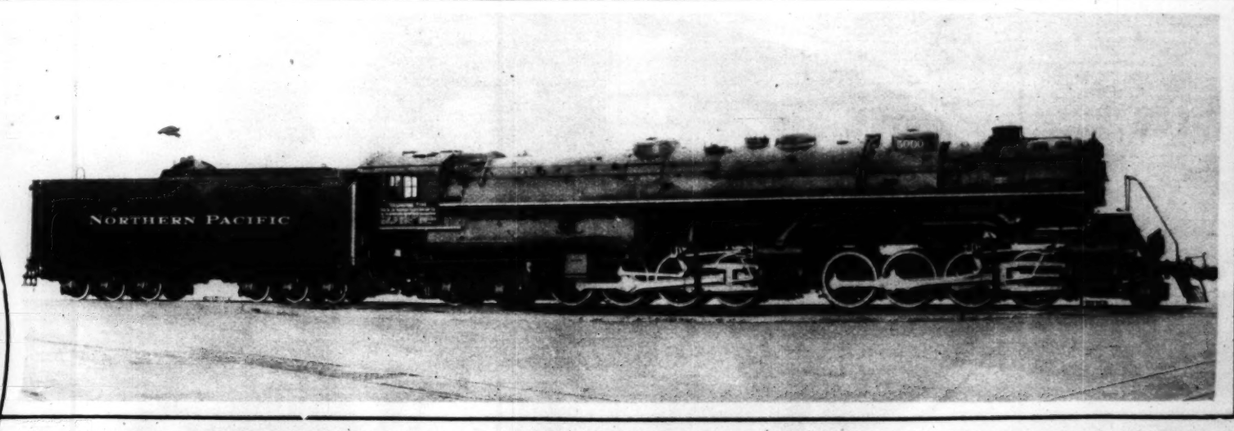
WOMAN-LIKE, she loves you for the little things you remember not to forget.
Flowers for the evening are to her a subtle symbol of your affection.
Remember flowers and SHE won't forget YOU.

GUDE BROS. CO.
1212 F Street 1102 Conn. Ave.
3103 14th Street 5016 Conn. Ave.

IF
—you want a perfectly heated home free from trouble, dirt, noise and worry then you want this perfect
ARCOIL
OIL BURNER
NO TOIL---LESS OIL
See It Burning —At Your Door
Shull Sales Corp.
Conduit Rd. and Eliot St.
Cleveland 5809



EILEEN M'EVOY, recently elevated from small parts to leading roles, in "Sally," current at the Belasco Theater.



THE LARGEST LOCOMOTIVE EVER PUT IN COMMISSION TO HAUL FREIGHT OVER THE STEEP GRADES OF THE WESTERN MOUNTAIN COUNTRY. Note that man standing by track is not as tall as one of the driving wheels.

Metropolitan Tailoring — Fifth Avenue Manner

Reductions on All Suitings and Overcoatings

All Ready-to-Wear Overcoats Reduced 25%

Fine Fabrics
Excellent Workmanship
Moderate Prices

J. M. Stein & Company
Young Men's Tailors
523 13th St. Just Below "F."
835 17th St. Branch Below "L."

Copenhaver
SOCIETY
ENGRAVERS AND STATIONERS
1521 Connecticut Avenue Washington, D.C.

Another chance for beauty in YOUR home. ARMSTRONG Linoleum laid by craftsmen who are schooled for this particular work.
SUPERIOR LINOLEUM COMPANY
943 Eye st. nw.
Main 10293

$25.00
ALL-WOOL BLUE
SERGE SUITS
Ten Weeks to Pay
Frederick's Mens Wear Stores
514 9th St. N.W.
734 9th St. N.W. 701 H St. N.E.



Private office of Mr. Walter G. Moyle, Attorney, Investment Building, furnished by
THE W.D. CAMPBELL COMPANY
1018 15th Street N.W. 1506 L Street N.W.
BUSINESS FURNITURE AND EQUIPMENT
DECORATORS OF COMMERCIAL INTERIORS

SUMMER Permanent Waves Need Re-Waving Now

An Emile Wave
Assures You of
Safety, Satisfaction and Style
Hair Coloring Chiropody
Imported Perfums



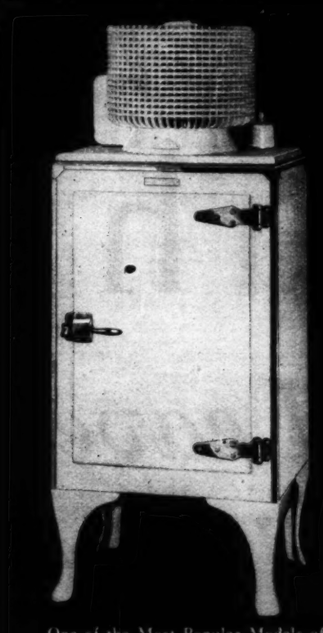
Decatur 920 to 924
Emile Inc. Maison Francaise
Ladies' Turkish Baths
Expert Masseurs, Electric Cabinets, Daley Reducing Belts
1221 Connecticut Ave. N. W.

JACQUELINE, WAYNE and DEXTER REED
The three charming children of Mr. and Mrs. Philip Reed, Rockville, Maryland.

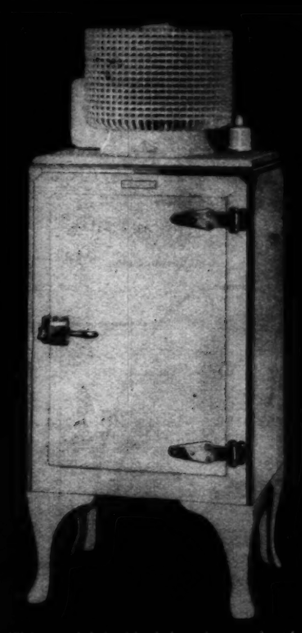


"SAFE MILK for BABIES"
Wise Brothers
CHEVY CHASE DAIRY
Telephone ★ WEST 183

Plan Now for a GENERAL ELECTRIC Refrigerator
In Your Home or Apartment



One of the Most Popular Models of General Electric Refrigerators



This model is ideal for the needs of a moderate-sized family

OF COURSE you have been reading about the General Electric Refrigerator—one of the outstanding achievements of recent years.

All its mechanism is contained in an hermetically sealed steel casing, mounted on top of the refrigerator. There it is safe from dust and difficulties. It never needs oiling. And it operates so quietly that you can scarcely hear it.

All the machinery is on top—do you realize the importance of this simple statement? Do you know that this radically different design was chosen only after fifteen years of painstaking research in the laboratories of General Electric to guarantee the quietest, simplest, most efficient, and the most worry-proof arrangement?

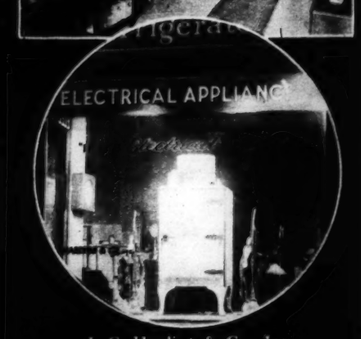
Exceptional opportunities to see the General Electric Refrigerator in operation are being afforded this week, in order that you may **plan now** to install General Electric.

You can see this refrigerator at our show room . . .

. . . at our dealers' showrooms.

. . . at the Automobile Show, Washington Auditorium, all this week.

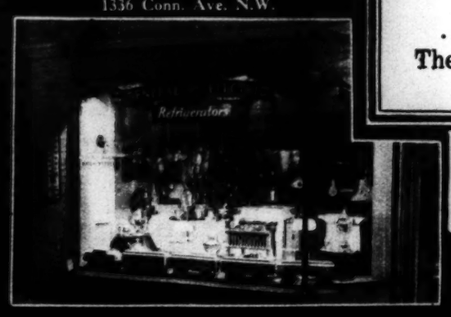
. . . at the Washington Post Cooking School, Ambassador Theater, Feb. 5, 6, 7 and 8.



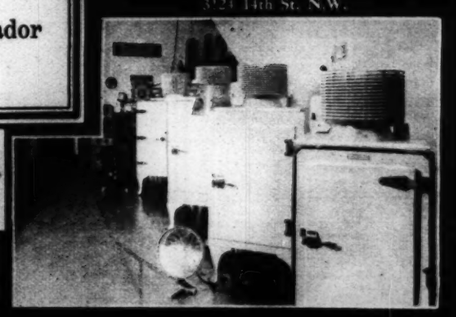
J. C. Harding & Co., Inc.
G. E. Refrigerator Dealer
1336 Conn. Ave. N.W.



H. F. Dismer Hardware Co.
G. E. Refrigerator Dealer
3324 14th St. N.W.

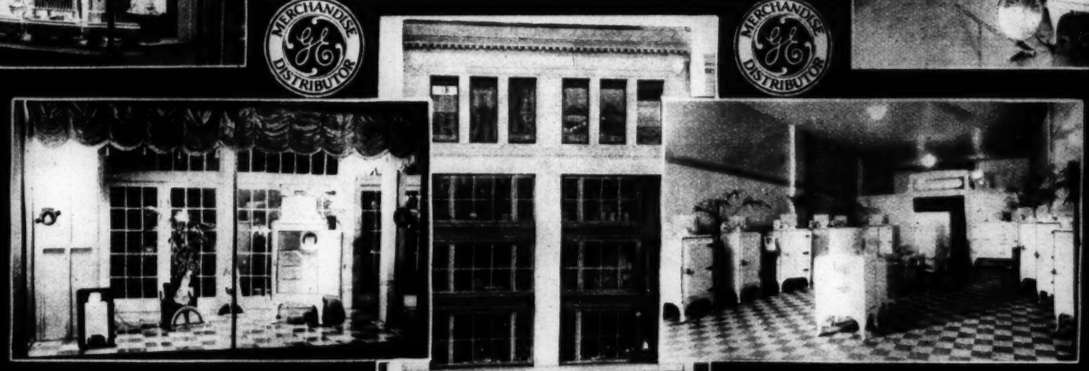


C. Schneider Sons
and see the G. E. Refrigerator
1220 G St. N.W.



Atlantic Hdwe. Co.
Dealers in G. E. Refrigerators
2016 14th St. N.W.

NATIONAL ELECTRICAL SUPPLY CO.
1328-1330 NEW YORK AVE. MAIN 6800
MERCHANDISE G-E DISTRIBUTOR



You can see the G E Refrigerator on display this week in the show window of our own store.

Come in and see our complete displays of G E Refrigerators at our N. Y. Ave store some day this week.





You can inspect the G E at
The Auto Show
Washington Auditorium
ALL THIS WEEK



Potomac Electric Appliance Co.
Dealers in G. E. Refrigerators
Corner 14th and C Sts. N.W.

The G E will be demonstrated at
The Washington Post Cooking School
AMBASSADOR THEATER
18th and Columbia Rd. N.W.
FEBRUARY 5, 6, 7, and 8—2 P. M.

Be Sure and See The General Electric Refrigerator This Week



CHICKENS AT THE POULTRY SHOW. Morga Waldron (the one on the left), with a "Naked Neck or Turk Hen," prize winner at Madison Square Garden, New York.
Associated Press.



"MISS CALIFORNIA PERSONALITY." Sheila La Gae, San Francisco winner of a $5,000 award and a chance in the movies.
Wide World.



MOULIN ROUGE DANCER, Mlle. Nita Loruld, favorite of Paris, who plans to fly across the Atlantic this spring after extensive preparation at Le Bourget.
Associated Press.



SNAPPY SPRING STYLE. Black and white calfskin windbreaker, worn by Edna Pettit.
Wide World.



THE WIZARD OF MENLO PARK GOES SOUTH FOR THE WINTER. Mr. and Mrs. Thomas A. Edison, with their son and daughter-in-law, boarded a Southern express at Newark, N. J., for their winter home at Fort Meyers, Fla.
Associated Press.

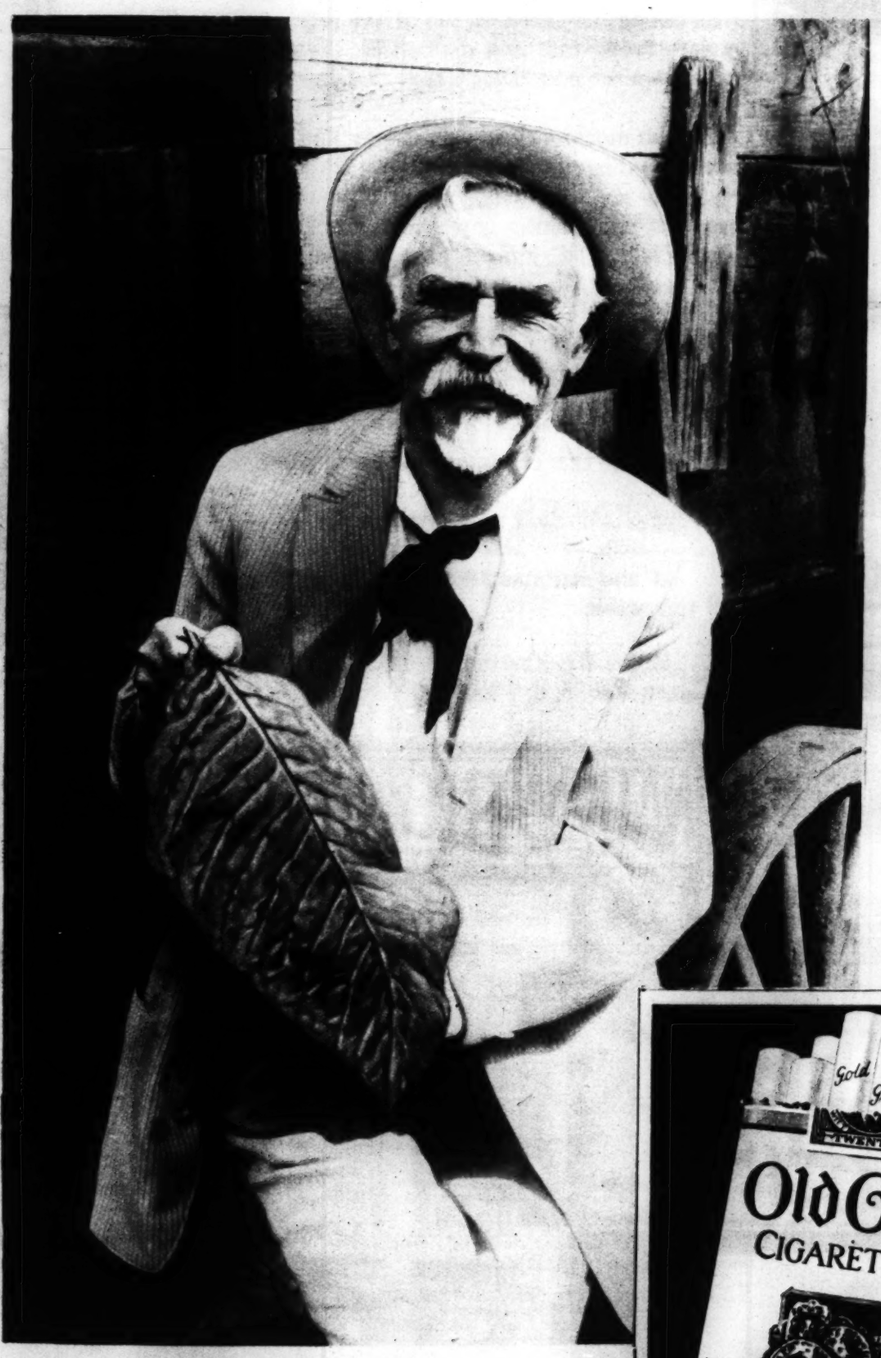


SNAPPING THAT BIG SMILE. A sea lion at the London Zoo consents to sit for a picture while in a jovial mood.
Wide World.

"Yes, Suh!

Eat a Chocolate, light an Old Gold ...and enjoy both

...it's the Heart-Leaves that are kind to yo' Throat"



Only a few of these silky beauties grow on each tobacco plant... that's the kind OLD GOLD *buys.*

"Down here in my country, where the fine cigarette tobacco grows, every planter knows what keeps the coughs out of the carloads.

"There are three kinds of tobacco that grow on the same stalk. The *ground-leaves* ['sand lugs' in plantation language] are thin and dry: they have little taste or flavor. The *top-leaves* ['gummy tips'] grow rank and weedy: they are harsh to your throat. But the *heart-leaves* ['golden cutters'] are fragrant as a peach blossom and cool as a dipper of spring water!

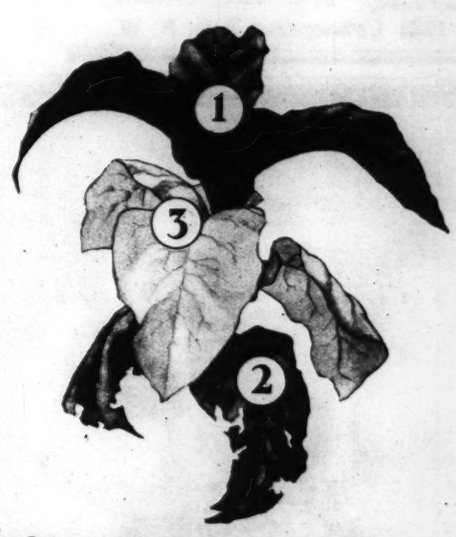
"OLD GOLD buys the *heart-leaves.* Just a few golden beauties from the heart of each plant. That's how OLD GOLDS get their *'honey-like smoothness.'* That's why you can smoke them mornin', noon and night."

NO. 1 OF A SERIES . . . *As told by Tobacco Planters of the Sunny South*



© P. Lorillard Co., Est. 1760

HEART-LEAF quality Throughout . . . in both Domestic and Imported Tobaccos



[1] Coarse, gummy *top-leaves*
[2] Sand-burned *ground-leaves*
[3] Mild and silky *Heart-Leaves*

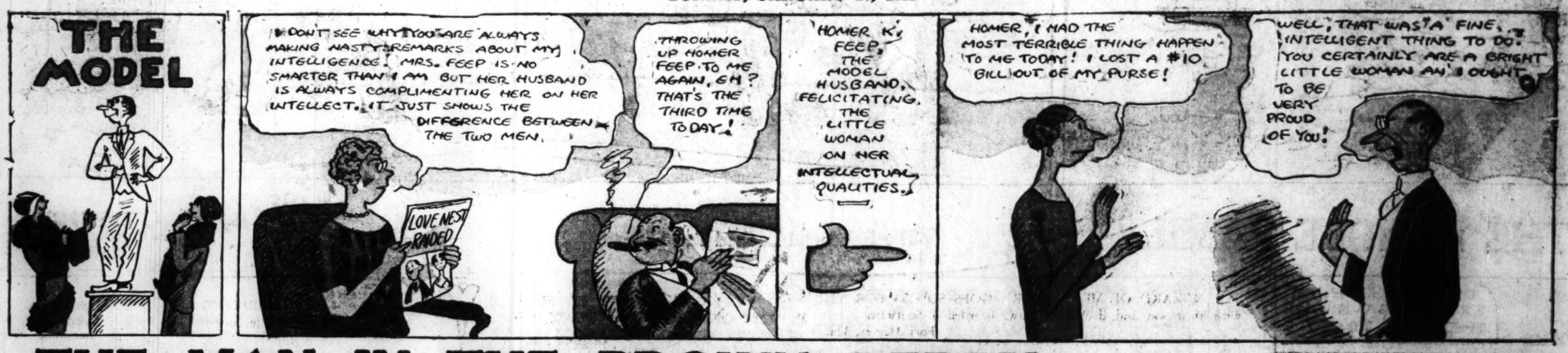
SMOOTHER AND *BETTER* "not a cough in a carload"

8 PAGES OF COMICS

The Washington Post.

SUNDAY, JANUARY 27, 1929

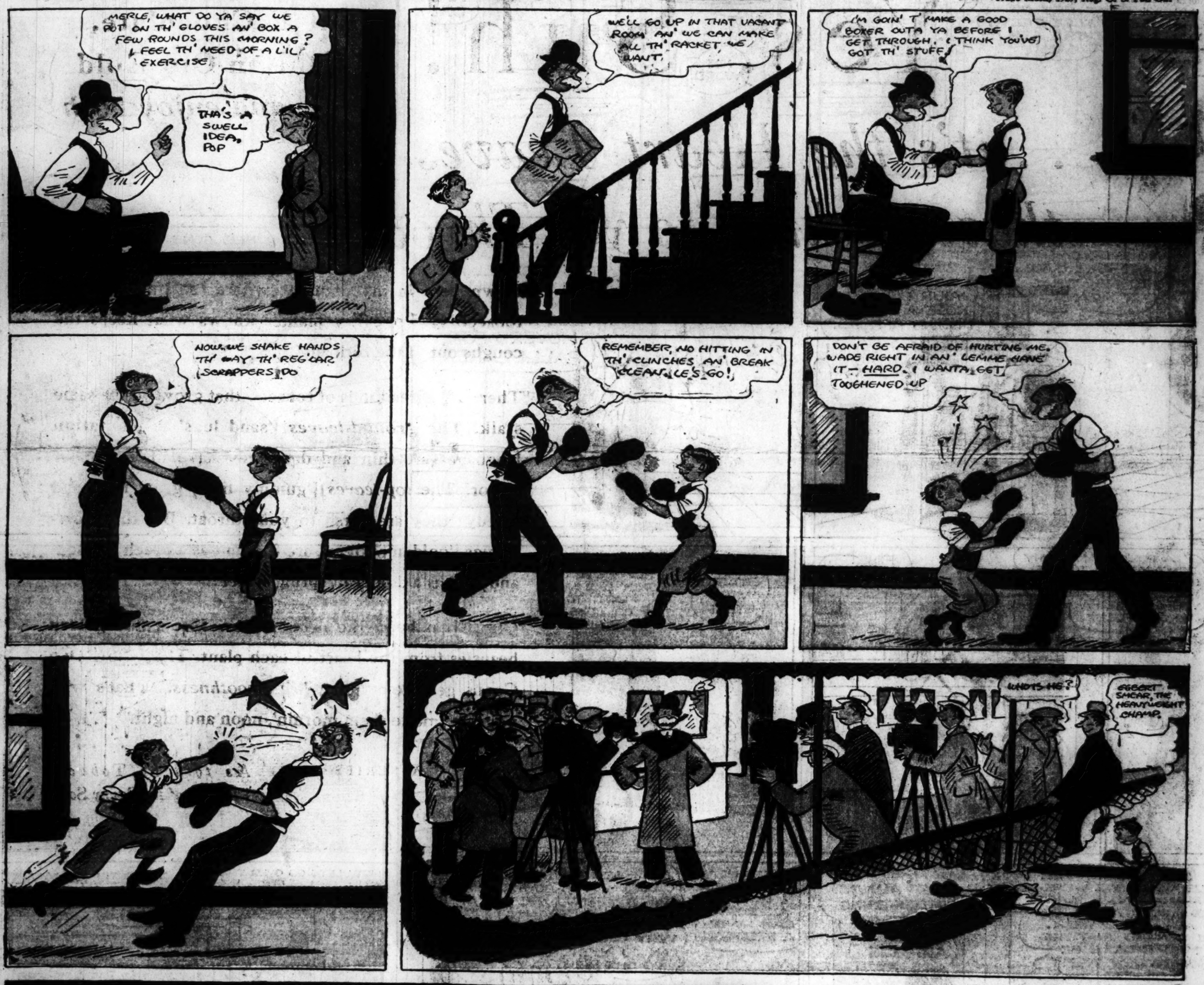
8 PAGES OF COMICS



THE MAN IN THE BROWN DERBY

By H. T. Webster

Trade Mark, 1929, Reg. U. S. Pat. Off.



© Copyright Press Publishing Co. (New York World) 1929.

HEY! HEY JUGHEAD! WAIT A MINUTE I WANTA TALK TO YOU. SOMETHING IMPORTANT.

WELL I'M IN A HURRY RIGHT NOW.

WHAT I WANTA SEE YOU ABOUT IS THAT YOU BEEN TELLING EVERYBODY I WAS AFRAID OF YOU COME ON PUT 'EM UP!

NOT NOW! NOT NOW, ELMER. SOME OTHER TIME, I CAN'T PUT 'EM UP NOW.

ARF! YOU'RE AFRAID, EH?

NO, I BUSTED MY SUSPENDERS AND IF I TRY TO PUT 'EM UP I'LL.....WELL HAVE TROUBLE!

THE BUNGLE FAMILY

The Rehearsal Looked Too Natural.

By H. J. TUTHILL

© by H. J. Tuthill

D-ZZ-z!

DO NOT DRIVE ME TO EXTREMES WOMAN! FOR THE LAST TIME I SHALL OFFER YOU A CHANCE TO SAVE YOUR LIFE BY TELLING ME WHO THREW MY BEST SET OF FALSE TEETH IN THE ASH CAN!

STAND BACK! JAILBIRD, FORGER, BIGAMIST, AND.....,

HAVE A CARE WOMAN. THE WALLS HAVE EARS. KEEP MUM OR THIS HATCHET WILL BE.....

MY WORD!

I WILL NOT BE SILENT! OH YOU CAD! HOW DARE YOU OFFER TO STRIKE A WOMAN WITH YOUR HAT ON!

.....REALIZE THIS IS NO EVERYDAY AFFAIR AND RAN OVER TO ASK WHAT IT MEANS.

IT MEANS THAT AS USUAL, BUNGLE, YOU ARE PUSHING YOUR BIG RED NOSE INTO OTHER FOLKS AFFAIRS.

SLAM

ON YOUR WAY! IF YOU COME BACK TO THIS DOOR I'LL FILL YOU SO FULL OF LEAD THAT YOU'LL NEED EIGHT PIANO. MOVERS FOR PALLBEARERS.

HE'S GONE CUCKOO! WELL HE DIDN'T HAVE FAR TO GO.

A POLICEMAN? WHY DON'T YOU GO TO THE STATION HOUSE A FEW BLOCKS OVER AND YOU CAN GET A WHOLE FLEET OF 'EM.

FINE! THANKS!

TOUGH STAIRS. VERY STEEP!

YES, I KNOW. BUT WE'VE GOT ONLY ONE MORE FLIGHT TO GO, BOYS.

HAVE A CARE WOMAN. DROP THAT CHAIR OR BY HIGH HEAVEN I'LL....

STAND BACK STAND BACK YOU FIEND OR.....

WE'RE JUST IN THE NICK OF TIME. I'LL RING THE BELL AGAIN. IF HE DOESN'T ANSWER WE'LL HAVE TO BUST DOWN THE DOOR AND.....AH HERE HE IS!

SUCH AN OUTRAGE! ANNOYING US WHEN WE WERE SIMPLY REHEARSING A PLAYLET TO BE GIVEN AT A LODGE AFFAIR NEXT WEEK. I DEMAND THAT THIS MAN BUNGLE BE THROWN IN THE COOP FOR DISTURBING OUR PEACE.

THE IDEA! HE'S ALWAYS INTERFERING IN OTHER FOLKS AFFAIRS.

LET'S NOT GET EXCITED BOYS ANYBODY! CAN MAKE A MISTAKE!

DON'T BE AFRAID TO CLUB HIM A BIT BOYS! THE WIFE AND I ARE THE ONLY WITNESSES. MY EYESIGHT IS VERY BAD AND SHE CAN GO IN THE HOUSE SO SHE WONT SEE ANYTHING.

YES, I'LL GLADLY STEP INSIDE, OFFICERS. GLADLY!

NOW LETS GO OVER THAT AGAIN, HON. BE SILENT WOMAN! EVEN THE WALLS HAVE EARS.

FORGER, BIGAMIST, AND CARD CHEAT, I DEFY YOU!

FINE STUFF! WELL ALL I HOPE IS THAT WHEN THEY GET TO THE PART WHERE SHE OFFERS TO HIT HIM WITH THE AX THAT IT SLIPS OUT OF HER HAND.

TUTHILL

1-27-29

ELLA CINDERS

Reg. U. S. Pat. Off.; Copyright 1929, by Metropolitan Newspaper Service

By BILL CONSELMAN





















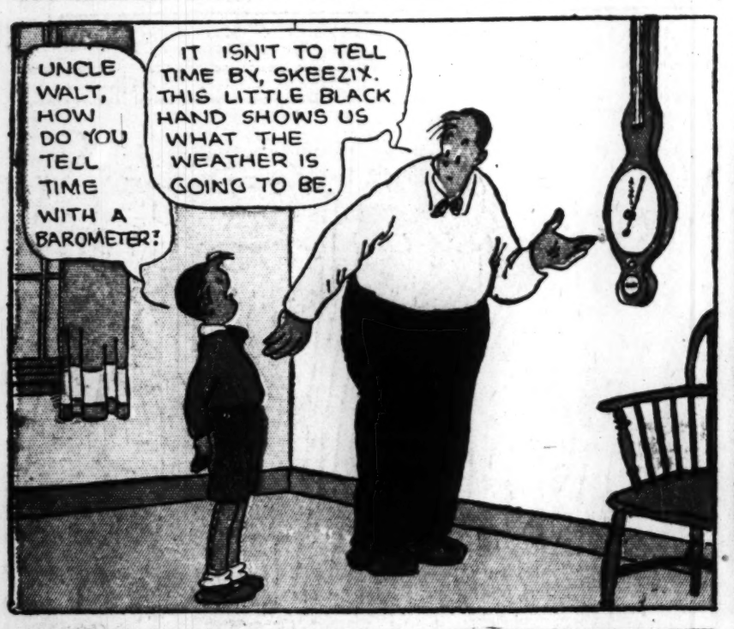






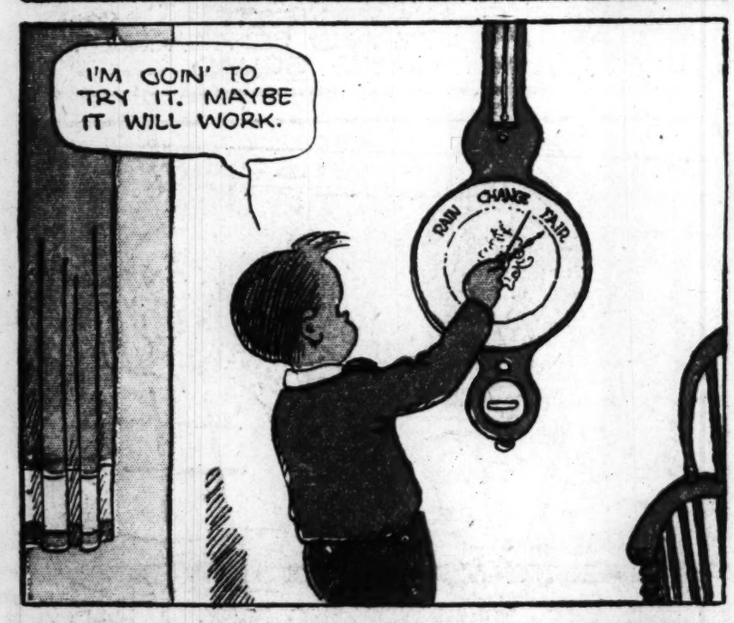
GASOLINE ALLEY











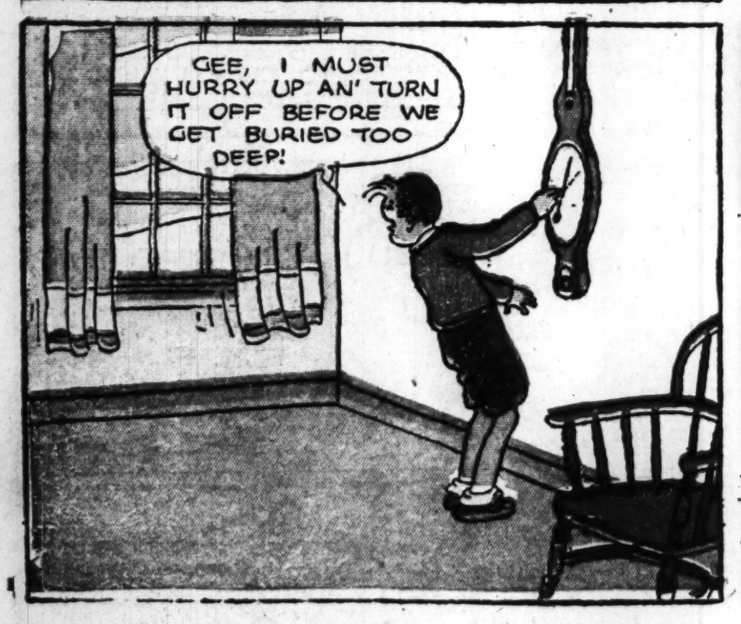


















Gasoline Alley Runs Daily in The Post

THE GUMPS

Washington Post
EIGHT PAGES OF COMICS.
1929.

SIDNEY SMITH

THE MAID HAS LEFT ALL THE DISHES AND GONE OUT FOR THE AFTERNOON

WELL- WHY DON'T YOU FIRE HER?

IT'S GETTING TERRIBLE - SHE HAD THREE NIGHTS OFF LAST WEEK - I DON'T KNOW WHAT BECAME OF THAT CAKE WE BAKED YESTERDAY

WELL- YOU LET HER HAVE HER WAY- IT'S YOUR FAULT YOU'VE SPOILED HER

SHE HASN'T SWEPT BACK OF THE DAVENPORT FOR A MONTH AND I HAD TO SCRUB THE FLOOR LAST WEEK MY SELF - YESTERDAY SHE BROKE ONE OF MY BEST PIECES OF CUT GLASS

WELL- YOU MAY PUT UP WITH IT BUT NOT ME

WHAT ARE YOU GOING TO DO ABOUT IT?

DO? I'LL DO PLENTY

NOW ANDY - DON'T START A SCENE-

LET ME ALONE- I KNOW WHAT I'M DOING

I'LL GO DOWN THERE AND I'LL TELL HER JUST WHO THE BOSS OF THIS PLACE IS - I'LL TELL HER A FEW THINGS SHE'LL NEVER FORGET - SHE'S PLAYING WITH DYNAMITE - WAIT 'TILL I SEE HER - SHE'S FIRED!

LET HER RUN MY HOUSE

?

I THOUGHT YOU SAID SHE WAS OUT

Reg. U. S. Pat. Off.; Copyright, 1929, by The Chicago Tribune

SIDNEY SMITH '29

Laugh with the Gumps Every Day in The Post

HAVE YOU A LITTLE CARTOONIST IN YOUR HOME?

FUNNY FACES



THE CAPTAIN AND THE KIDS

Trade Mark. 1929, Reg. U. S. Pat. Off.

By R. Dirks

Originator of the Katzenjammer Kids













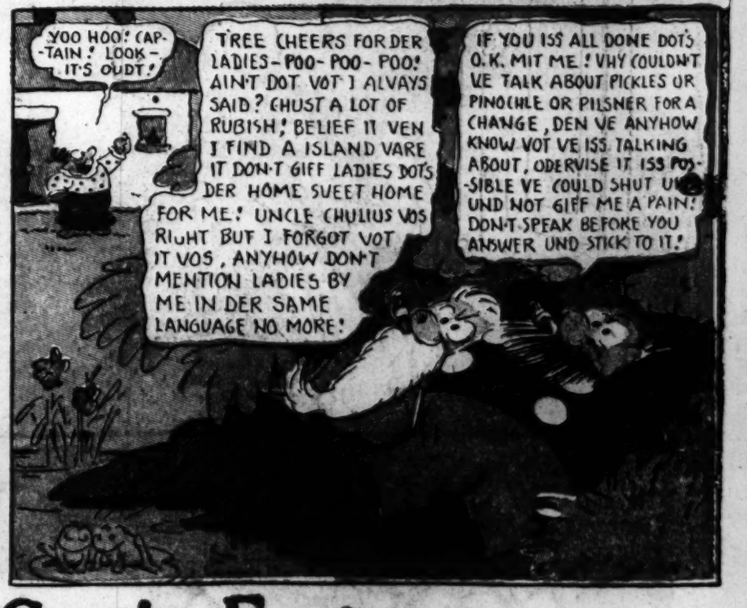












Read the Post Every Day for the Best Comic Features

HAIRBREADTH HARRY

by C.W. KAHLES

AW, LUVVA PETE! DON'T GO DOWN MAIN STREET!

SHUT UP OR PAPA SPANK!

TOYS

NOW THAT I'VE BEEN ELECTED PRESIDENT OF THE MOVIE HEROES UNION I MUST DO AT LEAST ONE HEROIC, HE-MAN DEED A DAY TO KEEP IN GOOD STANDING. I'LL SLIP BELINDA THE GOOD NEWS

OH! I'M SO GLAD YOU CAME! I'VE RUMMAGED THROUGH THE HOUSE AND DUG OUT ALL MY CHILDHOOD PLAYTHINGS. LETS MAKE BELIEVE WE'RE MARRIED AND PLAY HOUSE

BUT, MY DEAR—

DISHES

BUT, DARLING, THINK OF MY POSITION! SPOSE THE MOVIE HEROES UNION SHOULD HEAR OF IT?

BOO HOO! YOU SAY YOU LOVE ME YET YOU WONT DO A THING I ASK YOU!

I CAN FACE A THOUSAND DEATHS BUT A WOMAN'S TEARS UNNERVE ME. YOU WIN!

OH, GOODY! NOW WHILE YOU'RE PUTTING THE KIDDIES TO SLEEP I'LL MAKE TEA

ROCK-A-BYE-BABY, ON THE TREE TOP!

OH, BOY! THIS NEEDS A BIGGER AUDIENCE

MOVIE HEROES' HEAD-QUARTERS

I'LL HAVE TO HAVE WITNESSES FOR THAT!

NOW YOU MUST DRESS THE CHILDREN FOR DINNER, LOVEMS

HAVE AN EYEFUL ON ME, BOYS

TOO TRUE!

BABY BE GOOD OR PAPA SPANK! SEE THE PITTY ITTY UNDIES!

WE MUST EXPEL HIM!

YAH! YAH! YAH! OH YOU PITTY ITTY SISSY! PAPA WANT SOME NICE LITTLE TOYS TO PLAY WITH?

HERO? BAH!

SHAME, SHAME, EVERYBODY KNOWS YOUR NAME!

YES! SANTA CLAUS BROUGHT YOU TO ME AT THE RIGHT MOMENT!

I JUST FEEL IN A PLAYFUL MOOD—

THAT'S OUR PRESIDENT!

AND JUGGLING STUFFED DUMMIES IS MY FAVORITE SPORT

AND HE'S GOOD!

ANY OTHER LITTLE TOY LIKE TO HAVE ME PLAY WITH IT?

OH! YOU'VE BROKEN YOUR TOY!

LONG LIVE OUR PRESIDENT!

KLUNK

C.W. KAHLES 1-27

E WINKLE

e Breadwinner.

SO Y'GOT YER REPORT CARD? HOW DID Y'MAKE OUT ??

NOT SO GOOD, POP! YOU GOT A D !!!

PUBLIC SCHOOL
Board of Education.
Jan. 25th, 1929.

Dear Mr. Winkle:-
This is to inform you that your son, Perry, has fallen so far behind in his studies that I am forced to write and ask you if you would kindly assist him in his homework.

Very truly yours,
Miss E. Leining.
teacher.

H'MM'M!! THIS IS A FINE MESS. OF PICKLES!!

COME HERE, PERRY!!

?

I GOT A NOTE FROM YOUR TEACHER, SAYING YOU'RE BEHIND IN YOUR SCHOOL WORK. WHAT'S TH' MATTER, ARE YOU DUMB, OR DON'T YOU KNOW ANYTHING!??

AW, WE GET AWFUL HARD ARITHMETIC TO DO!! I GOT SOME TODAY THAT'S TERRIBLY TOUGH!!

NONSENSE! I WAS THE CHAMPION ARITHMETICKER WHEN I WENT TO SCHOOL!!

ALL RIGHT - LET'S SEE IF YOU CAN DO THIS ONE!! MR. A CAN RUN 2 MILES IN 20⅔ MINUTES. MR. B CAN RUN 3 TIMES FASTER THAN MR. A. HOW MUCH FASTER THAN MR. A CAN MR. B RUN?

THERE'S ONLY ONE WAY TO GET THE RIGHT ANSWER TO THAT!! I'LL BE MR. B AN' GO OUT AN' RUN 3 TIMES FASTER THAN THIS GUY A!! WAIT HERE, PERRY! I'LL HAVE THE ANSWER FOR YOU SOON!!

I WAS GOOD AT THIS KIND OF STUFF IN MY DAY!!

YE GODS!!! RIGHT THROUGH THE NEW SIDEWALK!! I'LL KILL THAT CRAZY FOOL!!

HELP!! MY EGGS!!

EXCUSE IT PLEASE!

BOTCH-A-GALOOP!! WHAT'S-A-MAT!! YOU KNOCK'A MY FRUIT STAND OVER, I KNOCK'A YOUR BLOCK OFF!!

PARDON ME!! I DIDN'T SEE IT!!

HEY, POP!! IT'S ALL RIGHT!! I GOT THE ANSWER!!

YEH - BUT LOOK WHAT I GOT!!

?

DEAR MISS LEINING:-PLEASE DO NOT GIVE MY SON PERRY SUCH HARD EXAMPLES TO DO, AS I HAVE GOT MYSELF INTO DUTCH WITH THE LAST ONE-YOU GAVE HIM. YOURS TRULY, ——— PERRY'S FATHER. P.S. I CAN BEAT MR. A OR B RUNNING!!

BRANNER

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